(ISSN 0098-0714)

RAILFAN

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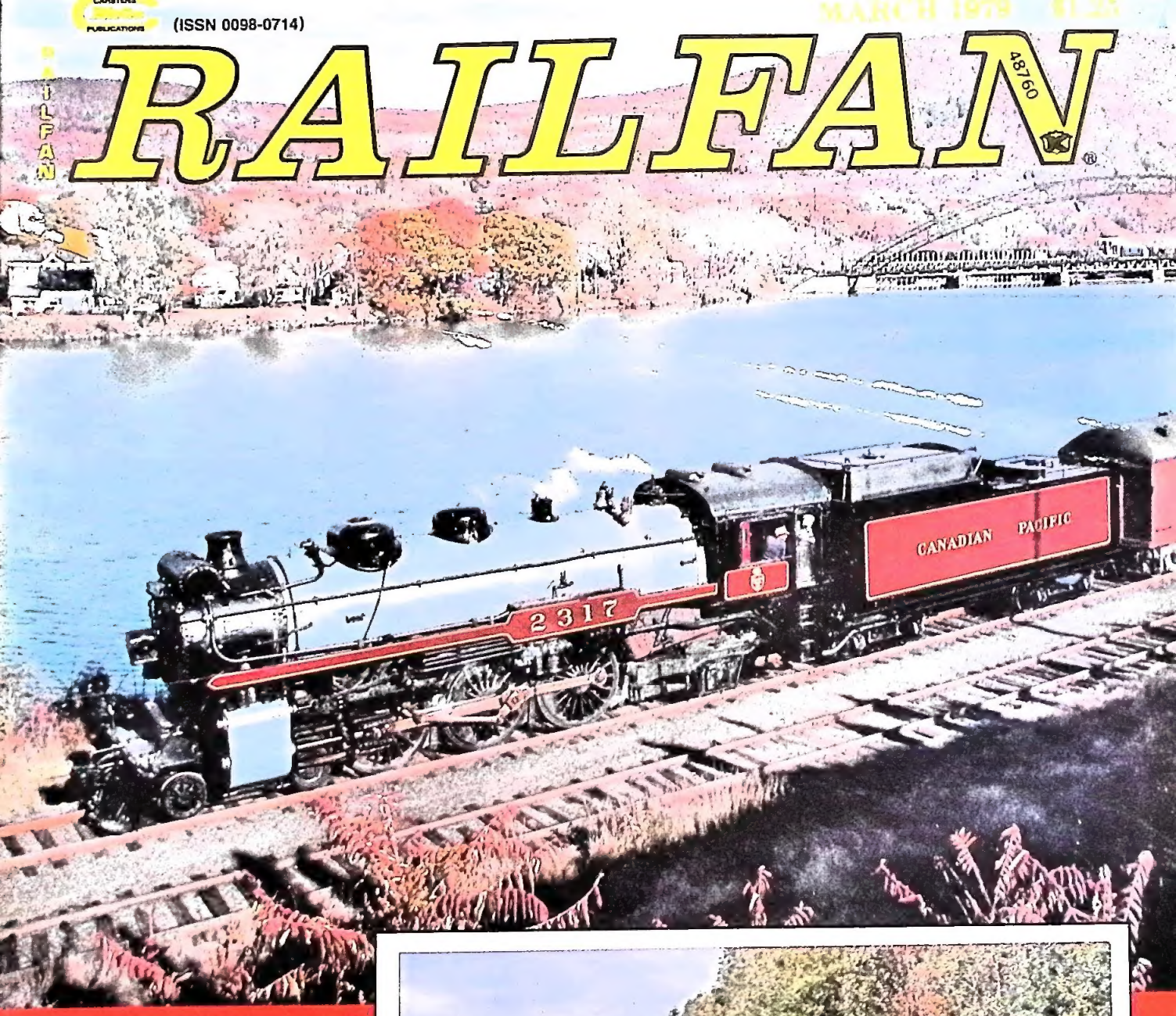

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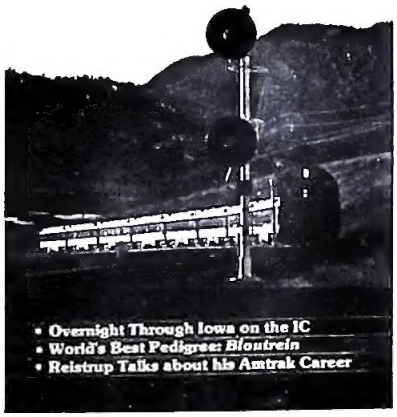

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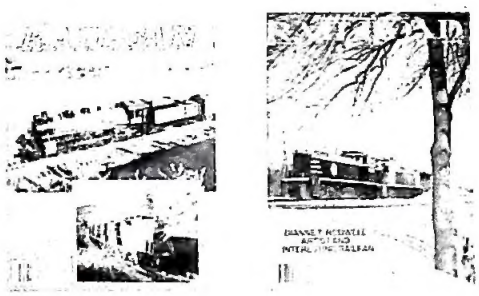

The publishers of RAILFAN have acquired *Railroad* Magazine, formerly published by Popular Publications International. Effective with the May 1979 issue, *Railroad* will be combined into RAILFAN. The new bi-monthly RAILFAN & RAILROAD will be a magazine no railfan or railroader will want to miss.

Railroad Magazine began publication in 1906 as *Railroad Man's* Magazine, under the logotype of Frank Munsey's Red Star magazine empire. It was a time when railroading was looked upon as the marvel of the industrial age, land transportation had acheived new peaks of comfort, luxury and speed. Railroads vied with one another to transport passengers between major cities. Food, bulk commodities and merchandise were easily and speedily moved all across the continent. Young men dreamed of the life of the railroader, and many thousands hopped from one railroad job to the other, lured by boom times and better weather. The railroad was the lifeline of the nation, and railroaders were an important and admired part of almost every community.

About 1930 the name was changed to *Railroad Stories* and then to *Railroad* Magazine. Popular Publications took over about 1940, and both railroaders and fans pored through its busy small-format pulp pages between a front cover adorned with an original painting and the back cover alternating between a Calvert and Kessler's whisky ad. *Railroad's* famous *Engine Picture Club* had thousands of members and helped popularize railfan photography when it was unknown by the general public.

RAILFAN readers will find the new magazine familiar and comfortable with its same staff and editorial thrust but with some new names here and there, as we adopt *The Switch List* for our classified ad section and continue some of *Railroad's* popular columns. Former *Railroad* readers will be pleased to know that we will continue to use slick paper. There will be expanded coverage in a few areas which RAILFAN has not previously covered in depth. The Carstens staff will maintain its output of the finest railfan material.

The Staff of RAILFAN would like to welcome all *Railroad* readers home.

Hal

TRAIN

RAILFAN

march 1979/vol. 2 no. 9

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cover

The state of Vermont has a lot to offer the railfan in terms of both steam and diesel activity. A colorful new locomotive made its debut after almost two decades of retirement when Canadian Pacific G3c 4-6-2 2317 was steamed up and operated for the Steamtown Railfan Weekend on October 21, 1978. As shown on the cover, she made two runbys (with a distressingly clean stack) on the Green Mountain Railroad's former Rutland trackage in downtown Bellows Falls. She was decked out in the CPR's finest passenger colors. Canada's other transcontinental, the CNR has its influence on the Central Vermont, and southbound CV/B&M pool train 390 was photographed just above Montpelier Junction September 28, 1978, with mixed CV and B&M Geeps for power. Two CV Geeps remain today in the traditional CN/CV green and gold colors, and both units were in 390's power consist this day.
Both Kodachromes by Jim Boyd.

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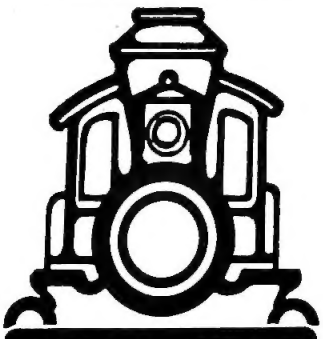

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Fanmail

MEC 2-10-2's

When reading the article on Maine Central steam locomotives in the September '78 issue, my attention was drawn to their Class A 2-10-2 engines purchased from the B&M. They were very similar to the L-1 2-10-2's of the New Haven. Similarities are evident in the inboard-bearing trailing truck, double sand domes behind the stack, the arched cab windows (which were characteristic of most classes of NH steam locomotives) and the heavy brackets at the ends of the crosshead guides. If the Elesco feedwater heater was mounted further forward on the brow of engines 651 and 652 (which also have the air compressors on the pilot similar to some of the L-1 engines), it would be difficult to tell with a quick glance whether the engines were MEC or NH.

I mention these similarities only because there have been many pictures published of the NH L-1's, but I have never seen a picture of the MEC Class A engines before. I found that certain features I thought were unique to the L-1 engines are, in fact, not so unique.

CASEY CAVANAUGH
Huntington, N.Y.

WM's Anniversary, too

It's a shame that lost in the hoopla over the B&O 150th Anniversary last year is the fact that 1977 marked the 125th Anniversary of the original charter of the Western Maryland Railway, as well.

BILL OERTLY
Forestville, MD.

Visit to Texas

I especially enjoyed the April 1978 issue of RAILFAN and the story on the Texas Transportation Company in San Antonio. We just returned from a visit with my youngest son stationed at Kelly AFB, and if I hadn't read this story I'd have missed seeing this interesting line in operation. I'd like to congratulate Chris D'Amato for a fine story.

SIMON E. HERRING
Bellefontaine, Ohio

Bone Valley

Here are some updates on Agrico's South Pierce Railroad in the Bone Valley of Florida. The company's prime mining areas are now at the Payne Creek and Fort Green fields. There is a several-mile-long spur to Fort Green, which is west of Payne Creek and the parallel SCL line but not shown on your map. The line to the Palmetto field has been abandoned.

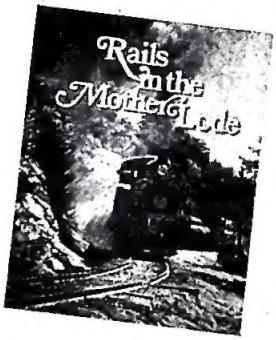
The roster is basically correct, but Agrico's 3-spot is at the Big Bend Terminal on Tampa Bay, and No. 7 is at the Verdigris, Oklahoma, ammonia plant along with an Alco 660-h.p. switcher christened *Anny Hydrous*.

FRANK W. BRYAN
Traffic Manager, Rail
Agrico Chemical Co.
Tulsa, Okla.

Regarding your article on the Florida phosphate railroads, I have a bit of additional roster data that may interest the "number people". The Mobil Chemical Porter No. 220 is, according to Porter records (however accurate that might be), a 45-ton built in September 1942 with construction number 7399. The "unidentified" Vulcan on page 54 is an eight-ton, four-wheel, 67-h.p. gas-mechanical with construction number 3991 originally built by the Vulcan Iron Works for the Connecticut River Development Corporation of Inwood, Vermont.

R.H. LEHMUTH
Orange, Cal.

Rails in the Mother Lode



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The article on Florida's forgotten industrial lines was a refreshing change from all the Class 1 material. I'd like to add that the Borden Co. received two more Plymouths in 1977. Both were 45-ton TMDT's, which are MDT models with "Tandem" capabilities—multiple unit—not all that common on smaller industrials. No doubt they'll fit right in with the other curios of Bone Valley.

PAUL A. BERGEN
Glendale, Wis.

The rest of the story

Joseph Oates' article on "The Creatures of Bone Valley" was excellent, and I only wish I'd had that information when I visited Tampa on business last May. There was only one fault in the article; it was noted several times that the SCL handles a lot of the phosphate traffic to Tampa for export, but with no coverage of the SCL operations the complete story hasn't been told. According to people I talked to on the SCL, the phosphate business is extremely heavy, with approximately one phosphate train per hour passing Tampa Yard. Perhaps you can twist Joe's arm a bit and get him to write the SCL's story, too.

JIM PANZA
Carpentersville, Ill.

Sand Patch

The Sand Patch article was super enjoyable. It made that entire weekend live again. From that auxiliary tender, our view of the trip up Sand Patch Grade and 17-Mile Grade was "sound-oriented" and somewhat cinder filled. Going up Sand Patch it looked like coal went into 2101's firebox, through the flues, out the stack, into the air above and right back down on top of the Semaphore recording crew. A fantastic experience! Your article filled in what we missed.

I felt too, that your article was a great pean for Ross Rowland, Bill Howes, Dick Lockwood and the Chessie System people who all made *Chessie Steam Special* excursions a reality. It is because of that extra effort the Chessie System made to operate the steam specials that I can understand Chessie is such a top notch railroad—and profitable besides. Hundreds of thousands of dollars in advertising couldn't begin to buy the positive public relations value that the *Special* created. Too bad more railroads aren't as far sighted.

A. ALAN BOTTO
Semaphore Records
Princeton, N.J.

Your article on Sand Patch and the *Chessie Steam Special* was excellent. It visited us here in New Martinsville twice this past summer. I often wondered who was responsible for the centered headlight and NKP-style number boards. I am somewhat of a purist when it comes to altering the details of steam locomotives, but in this case it was a definite change for the better and improved the appearance 100%. I hope they keep it that way.

WILLIAM R. HORNBROOK
New Martinsville, W.Va.

⇐ *The NKP number boards were Ross Rowland's idea.*

While thumbing through the November issue of RAILFAN I was delighted to see the article about the *Chessie Steam Special* around Cumberland and especially the photos showing RFofE Dick Lockwood running the engine and standing in the gangway. Believe it or not, in my years of engine service on the C&O I not only promoted Dick to engineer, but also his father, Joe as well! It was a thrill to see Dick, whom I've seen in years since I've lost contact with many of my friends who were transferred to other divisions of this great Chessie System.

JOSEPH C. NELSON
Huntington, W.Va.

Summit of the whats?

In the photos on page 60 of the November '78 issue, note the difference is spelling Alleghanies and Alleghenies on the 17-mile and Sand Patch markers.

CREW HEIMER
Peru, Ind.

Homing in on the K5LA

After reading the short article on Chessie whistles and horns in November *Markers*, I thought that a little additional background of the K5LA horn might be in order.

Besides being a consultant to Nathan, Bob Swanson is the man who actually first invented the multi-tone air horn which also includes the "M", "P" and "K" types all sold by Nathan. The "K" horn has been Canada's standard for years — virtually every new diesel built in Canada for either CNR or CPR leaves the factory equipped with a model K3 horn (a three-chime sounding a minor chord). Incidentally, the "K" designation in the K5LA stands for "kettle drum principle" (diaphram design) not "Canadian" as stated in your article.

Not satisfied with the minor chord

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RECORD of the MONTH
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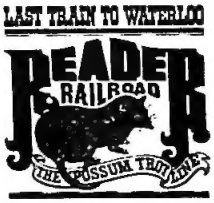

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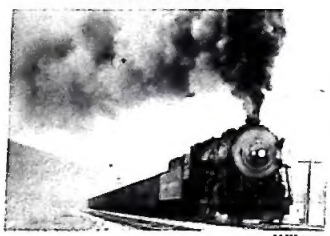
ELKINS MAIN



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Bodine

1200 SHAYS AND MALLETS OF THE WESTERN MARYLAND Starts with brief shots as no. 6, the largest and the last Shay ever built, shining in new paint, as she heads for the B&O museum. Next, the Laurel Bank Grade: only 3% mind you, but because of continuous 30 degree curves, the toughest on the WM. We see braces of 700 class consols on this rarely photographed branch, clawing their way from Webster Springs over the highest standard gauge east of the Rockies at Spruce, W. Va. - 4017 ft! Finally, the 1200 series 4-6-6-4 mallets on the 23 mile, 1.75% grade to Alleghany Summit now abandoned. Beautiful side by side pacing. 168 ft. $25.20. Silent.

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sounded by the standard five-chime horn used in Canada, the K5, Deane Ellsworth requested Bob Swanson to design the changes necessary to make the horn sound a major chord, thus giving Amtrak locomotives a "happier" sounding voice. Bob Swanson and Associates also designed a special low-profile base for the new modified K5 making it possible to use the K horn on Amtrak locomotives used in parts of the U.S. with clearance restrictions.

I personally had the honor of escorting Deane to Canada to meet with Bob on the weekend of July 5th, 1976, to request these changes be made to the K horn for Amtrak purposes. It was the original intent to have the K5LA in use on Amtrak locomotives by late 1976, before the Bicentennial year was over, but the new converted F40's were not delivered before February of the next year, giving Chessie System, who had also chosen the horn, to be the first actual user of the K5LA.

PETER J. REPLINGER
Shelton, Wa.

Apparently the use of the K5LA horn by Amtrak and Chessie has made some impression on other railroads. The Union Pacific has changed over with recent deliveries to K5LA's. Some units requiring major shop work on the UP have had cab-mounted K5LA's installed; the original rear-hood-mounted Leslie horns ("screaming yellow honkers" on UP) remain on the unit though disconnected. Southern Pacific has a few scattered units with K5LA's, apparently still on an experimental basis; some of these are the reversed bell variety.

STEVE HOSKINS
Riverside, Cal.

Timetable

NOTICE

Listings in this column are published without charge. Notices for fan trips and meetings must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue. **RAILFAN** accepts no responsibility for date or time errors or cancellations.

RAILFAN EVENTS

NEWFOUNDLAND, NEW JERSEY, February 11, 1979. Annual Snowflake Special on the Morris County Central Railroad from Newfoundland to Beaver Lake and return over NYS&W trackage. Departure 12:30 p.m. Steam power with ex-VBR 0-6-0, ex-Southern 2-8-0 or both. Contact: Robert Blom, Morris County Central R.R., P.O. Box 179, Newfoundland, NJ 07435.

ORBISONIA, PENNSYLVANIA, February 16-18. Winter Railroad Spectacular by Railways to Yesterday at the East Broad Top Railroad. Multiple engine passenger and freight train runs using original Baldwin Mikado locomotives 12, 14, 15 and 17. Shade Gap Electric Railway operates variety of traction equipment, work cars, etc. Equipment readied Friday with evening film shows. Two days of scenic rides, photo stops and evening photo session Saturday after dinner; railfan auction. On U.S. Route 522 north of Turnpike exit 13. Turn-of-century belt and pulley shops open for guided tours. For details write Sherm Shook, 160 Andover St., Wilkes-Barre, PA 18702. Motel and camping information on request.

NORTH FREEDOM, WISCONSIN, February 17-18, 1979. "Snow Train '79" at the Mid-Continent Railway Museum. Special operations both days include snow plows, steam-powered freight, passenger and mixed trains. Some runs with Montana Western #31 gas-electric car. First class passenger service available. Photo runbys and a night photo session. For complete details, write: "Snow Train '79, Dept. RF, P.O. Box 55, North Freedom, WI 53951, or phone 608/522-4261.

CUBA A special railfan trip from Toronto, Canada, to Cuba is being arranged; U.S. citizens are eligible. Contact: John Barrett, 481 Pike Road, Amherstburg, Ontario, Canada, N9V 1N4.

DENVER, COLORADO, February 21, 22. Two historic silent railroad feature films will be shown at Denver's historic Paramount Theater and accompanied on the double console Wurlitzer organ. Each has been released from archives for a single day's showing. On Feb. 21st, *The Iron Horse* filmed on the Virginia & Truckee by 20th Century Fox in 1924, and on Feb. 22nd, *The White Desert* filmed by MGM in 1925 on the Denver & Salt Lake's Rollins Pass line. These are benefit showings for the Colorado Railroad Museum. For full information send a stamped, self addressed envelope to Intermountain Chapter, NRHS, Film Office, P.O. Box 5181, Denver, CO 80217.

ALEXANDRIA, VIRGINIA, February 24, 25. Southern Railway Steam in the Snow excursions from Alexandria to Front Royal, Va., using 2-8-0 722. For details contact: Washington Chapter NRHS, P.O. Box 487, Washington, DC 20044.

SOUTH AFRICA: April 7-28, 1979. The *Blue Train* and twelve different classes of steam locomotives will be featured on a tour sponsored by the Philadelphia Chapter NRHS in conjunction with a ten-day excursion train operated by the Railway Society of Southern Africa. The excursion will operate in daytime only. Trip will be escorted from New York by a member of the RSSA. For details write: Philadelphia Chapter NRHS South Africa Tour, Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

FORT LAUDERDALE, FLORIDA, April 28-29. First 4449 West Reunion for those who rode all the way, part of the way, visited on passes or missed the whole thing altogether to celebrate the January-May 1977 run of Freedom Train GS4 4449 from Miami to Portland. Ramada Inn on Route 84 in Ft. Lauderdale. NEW ADDRESS: Paul Wilson, Box 816, Immokalee, FL 33934.

CASS, WEST VIRGINIA, May 19-20. Annual Cass Railfan Weekend featuring geared steam locomotives on 11% grades, switchbacks and superb scenery. Railfans' finest opportunity to photograph locomotives pulling trains instead of pushing-as done in normal service. Night photo session. Contact: Cass Scenic Railroad, Cass WV 24927.

RAILROADIANA MEETS

JACKSON, MICHIGAN, March 25. CJ&R Model Railroad Club Flea Market at Paka Plaza Shopping Center, U.S. 127 and I-94 Exit 138. 10:00 a.m. to 5:00 p.m. Tables $5.00 advance and $7.00 at the door. Contact: Joseph K. Wilson, 544 Andrew Ave., Jackson, MI 49202, 517/787-0653.

NEW BEDFORD, MASS., March 25. "Train-O-Rama", Southern New England's largest model railroad & railroadiana exposition. Holiday Inn, 500 Hathaway Road (I-195 or Rte. 24 to Rte. 140 to Exit 3, Hathaway Road; right on Hathaway ¼ mile). 11:00 a.m. to 5:00 p.m. Adults $1.00, Children 50¢, family maximum $3.00. Contact: Charles R. Picard, 45 Beechwood Dr., Westport, MA 02790, 617/636-5444.

DOVER, NEW JERSEY, April 22. Fifth Annual Railroadiana & Model Railroad Flea Market. Over ¼ mile of railroad items, door prizes, slide shows, etc. Held at Dover Sr. High School, Grace Street off Rte. 15 just south of I-80 from 10:00 a.m. to 5:00 p.m. Tickets, tables and information: Tri-State Chapter NRHS, P.O. Box 255, Dover, NJ 07801.

SCRANTON, PENNSYLVANIA, April 22. Northeastern Pennsylvania Model Train Show-N-Sell at the Main Ballroom of the Sheraton Inn from 9:00 a.m. to 4:00 p.m. One block off I-81 at Exit 52. Tables available. Contact: Gerald Howell, RD#2 Box 96, Honesdale, PA 18431, 717/937-4660.

DURAND, MICHIGAN, May 4-6. "Railroad Days '79" sponsored by the Railroad History Museum. Model and Old Fashion Flea Market, parade and much more. Contact: Janet Cronkright, 100 Marquette, Durand, MI 48429; or Railroad History Museum, 205 Clinton, P.O. Box 289, Durand, MI 48429.

ORGANIZATIONAL NOTICES

THE ANN ARBOR RAILROAD HISTORICAL SOCIETY was formed in Owosso, Michigan, on August 21, 1978. The Society headed by Duane F. Sumner of Bancroft, Mich., David L. Mueller of New Baltimore, Mich., and Donald G. Wilson of Chesning, Mich., will publish a news and history bulletin periodically about the Ann Arbor Railroad. Contact: Duane F. Sumner, The Ann Arbor Railroad Historical Society, Bancroft, MI 48414.

CHICAGO & NORTH WESTERN HISTORICAL SOCIETY is the new name of the C&NW Historical, Technical and Modeling Society. The society's quarterly magazine will continue to be called *North Western Lines*. Contact: C&NW Historical Society, 1812 Hood Avenue, Chicago, IL 60660.

TEEN ASSOCIATION OF MODEL RAILROADING gives young railfans and modelers a chance to meet others with the same interests. A railroad oriented newsletter is published bi-monthly, and frequent informal get-togethers are held in various parts of the country. Contact: Lone Eagle Payne, 1028 Whaley, RD#4, New Carlisle, OH 45344.

BALTIMORE & OHIO TECHNICAL AND HISTORICAL SOCIETY is being formed in the Philadelphia area. They are seeking new area members and formation of local B&O groups in other areas. Topic covers B&O from beginning to C&O merger, cooperating with but not overlapping other T&H societies. Historical railfan and modeling interests. Contact: Jack Amerine, P.O. Box 121, Haddonfield, NJ 08033, 609/795-0161.

RAILROAD ARTISTS OF AMERICA is a new group formed to perpetuate the art of the iron horse. Membership candidacy is open to anyone interested in accurately portraying American railroading, past, present or future, in any medium. Each new prospective member is judged on his or her knowledge of the field, artistic ability and accuracy of portrayal of the subject matter. Shows are being planned for all sections of the U.S.A. The present membership is 26. Artists interested should contact: Railroad Artists of America, Bruce C. Smith, 13238 N. 28th St., Phoenix, AZ 85032.

RAILROADIANA COLLECTORS ASSOCIATION, INC., is a national organization for individuals interested in collecting rail artifacts and history. Membership includes a membership card, four issues of the *Railroadiana Express* newsletter and the *Annual Directory*. Members joining or renewing by March 1 are listed in the *Directory*. For details contact: Dan Moss, Secretary, 405 Byron Avenue, Mobile, AL 36609.

ANTHRACITE RAILROADS HISTORICAL SOCIETY is a very active group formed in 1974 focusing on the anthracite coal mining region of eastern Pennsylvania and the CNJ, DL&W, L&HR, LV and Reading. Their professional-quality quarterly magazine *Flags Diamonds and Statues* is heavily illustrated and well researched. Membership is $7.50 per year and includes four issues of the magazine as well as *The Anthracite Extra* containing society business. Contact: Anthracite Railroads Historical Society, 404 Walnut Ave., Horsham, PA 19044.

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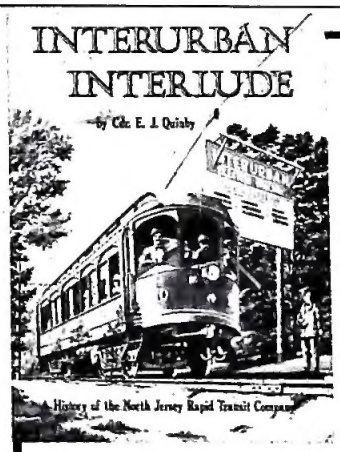

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Product news

The Nostalgia Station Gift Shop, at the B&O Railroad Museum, 901 W. Pratt Street, Baltimore, MD 21223, is marketing two new Super-8 color sound movies of the *Chessie Steam Special* produced for the railroad by Mike and Marianne Autorino of Avanti Productions. There is some very creative photography along with plenty of stick-to-your-ribs action runby and pacing footage. The sound track is a combination of music and "live" sound. Film One covers the Susquehanna Bridge, Thomas Viaduct, WM scenes, New River Gorge, Point of Rocks, a tunnel in Maryland, Wheeling, W.Va. and the climb up Sand Patch, while Film Two presents 17-mile Grade, some on-board and in-cab footage, Harpers Ferry, Cincinnati, a number of views through Ohio and a spectacular running sunset. The 200-foot Super-8mm films sell for $35.00 each, and a full 16mm color sound 25-minute documentary by the same photographers is available for $150.00.

Fogg and Steam, A Regional Look at Steam in North America, by Frank Clodfelter, will be one of the most talked-about books of this season. An oversize 10½" x 14" horizontal format hardcover, this 154-page volume features 26 full color reproductions of Howard Fogg paintings and accompanying text and black & white photos exploring the subjects of each painting. The price is $75.00, and the book is available from Pruett Publishing Co., 3235 Prairie Ave., Boulder, CO 80301.

American Narrow Gauge by John Krause and Donald Duke is now available from *Golden West Books*, P.O. Box 8136, San Marino, CA 91108, and this 238-page hardcover is a beautifully illustrated sampling of every U.S. narrow gauge line in operation after World War II. It has much the same style and flavor as Krause's *Rails Through Dixie*. The price is $24.95.

The Colorado Railroad Museum, P.O. Box 10, Golden, CO 80401, is offering top quality T-shirts created by designer T.S. Isaac featuring fine artwork of narrow gauge engine 346 in blue on the front and a caboose in red on the back, along with the Colorado Railroad Museum name encircling the tops. Sizes are Small 34/36; Medium 38/40; Large 46 and Extra Large 46 as well as Childs Medium (8-10 years old). Price is $5.95 or two for $11.75. The Museum takes Visa and MasterCharge and will accept charge orders over the phone (303/279-4591). Add $1.00 postage on any orders under $10.00.

Creative Calendar Co., P.O. Box 10964, St. Petersburg, FL 33733, is offering six railfan bumper stickers at the price of $1.00 each (Florida residents add 4% sales tax). Each in two colors with appropriate artwork, they read: (a) "Old Railfans never die . . . they just lose track", (B) "Steam locomotives . . . have a tender behind," (C) "Model railroaders . . . are right on track," (D) "Caution! . . . Model railroader in TRAINing!," (E) "Keep on Tracking", and (F) "Another crazy Ferroequinologist out chasin' trains".

Preservation Press, National Trust for Historic Preservation, 740-748 Jackson Place N.W., Washington, DC 20006, has devoted a substantial portion of their April-June 1978 magazine to railroads and articles by railfan authors Karl Zimmermann and Herb Harwood. The magazine is beautifully illustrated with color and black & white photos. They have had an overrun of nearly 1000 copies and will send a free copy as long as the supply lasts to any reader of RAILFAN who will send 50¢ to cover postage and handling.

Arkay Records, Dept. RFR, 5893 Amapola Drive, San Jose, CA 95129, has just released a new recording, *Accent on Steam, Volume One*, featuring an interesting mix of U.S. and foreign steam sounds. Included are Chessie 2101 on Sand Patch, CN 6218, a Cass quadruple-header and D&RGW narrow gauge along with Czechoslovakian and German 2-10-0's, an Argentine National Lima-Hamilton 4-6-2 and Baldwin 2-10-2, Equadorian Baldwin 2-8-0's and double-headed South African Garratts among others. Available as a 12" 33⅓ stereo record of stereo tape cassette, it sells for $6.98 in U.S.A., $7.98 in Canada and $9.98 in other countries all prepaid freight (California residents add 6% sales tax).

A new book on the *Lake Shore Electric* has been published by *Trolley Lore*, 11800 Edgewater Drive, Suite 902, Lakewood, OH 44107. This 200-page book contains 530 photos along with timetables, maps and drawings depicting one of Ohio's most important interurbans. It's available in softcover for $15.95 and hardbound for $19.95 plus $1.00 for handling and UPS delivery (Ohio residents add sales tax).

Anyone in the circus world knows the name Chappie Fox, and he has now teamed up with historian Tom Parkinson to produce *The Circus Moves by Rail*, a 352-page hardcover book for *Pruett Publishing Co.*, 3235 Prairie Ave., Boulder, CO 80301. Covering the history, development, equipment, operations and environment of the circus trains, this book sells for $35.00.

History of the Cumberland Valley Road is a new book by Paul J. Westhaeffer about the short line from Hagerstown, Md., to Harrisburg, Pa., that became part of the PRR in 1919. Heavily illustrated and documented, this hardcover book has 285 8½" x 11" pages and sells for $21.50 (Virginia residents add 4% sales tax) from *Washington D.C. Chapter NRHS*, P.O. Box 3512, Central Station, Arlington, VA 22203.

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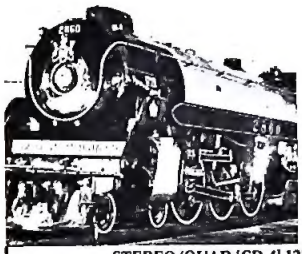

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A surprisingly interesting and pictorially exciting book by Gerald M. Best, *Railroads of Hawaii*, makes the 50th state look like the Colorado of the topics. It's a 194-page 8½" x 11" hardcover that sells for $21.95 from Golden West Books, P.O. Box 8136, San Marino, CA 91108. Grab yourself a tall glass of pineapple juice and settle down for some fine railroading.

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The Kenray Shop, Box 422, Wilton, NH 03086, has published the New England Railroad Calendar featuring 13 black & white steam, diesel and electric scenes of New England railroading. Represented in 7" x 11" photos on the monthly calendar that opens out to 11" x 17" are CV, B&M, NH, B&A, PC, G&U, StJ&LC and SV depicted by top railfan photographers. Price is $3.50 postpaid.

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The Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ontario, Canada M5W 1A2, has produced an 11" x 17" monthly wall calendar featuring black & white photos of Canadian steam, diesel and electric scenes. Included are scenes of a

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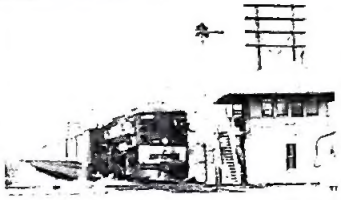

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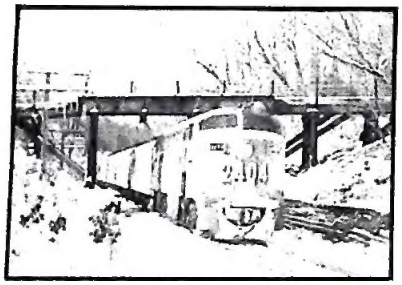

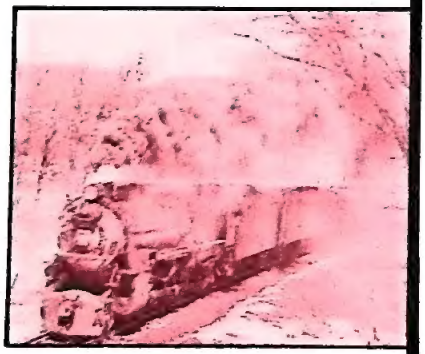

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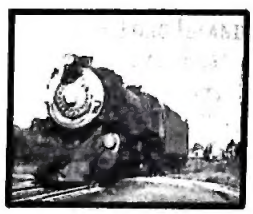

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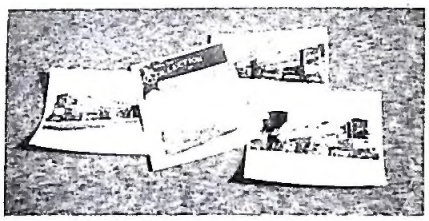
snowplow, CPR units in various color schemes, Inco and LE&N electrics, the E&N, CN FPA4 on Richelieu River bridge, a Canadian Northern 4-6-0, CPR 4-4-4 and standard Hudson, Conrail GP38-2's, an N&W F7, PGE RDC's and a Sperry Rail Car. Price is $2.25 Canadian.

The *Anthracite Railroads Historical Society,* 404 Walnut Ave., Horsham, PA 19044, has a black & white 8½" x 11" wall calendar featuring seven scenes of anthracite region steam and diesel action on a format of two months per page. Included are a LV RS3, DL&W F3's, Reading Centuries and Reading Terminal, A CNJ 2-8-2, L&HR RS3's and an LNE 2-10-0. The photo reproduction is good and the layout interesting. Price is $1.50 postpaid.



Guy Dunscomb photos

Concept Classic Details & Photos, P.O. Box 749, South Lake Tahoe, CA 95705, is offering a unique opportunity to purchase 8" x 10" black & white photos of Southern Pacific steam power from the negatives of the renowned Guy L. Dunscomb. These are not halftones but photographic prints on heavy Kodak RC paper from the original Dunscomb negatives (with darkroom work by Stan Kistler), and judging by our sample sets they are all of superb publication quality.

The photos are being marketed in limited edition sets of ten prints each in a folder with accompanying data sheets. The total production of each set is less than 100. Almost all of the photos are unpublished, and once each set has been sold out there will be no reruns. The first three sets feature SP Cab-in-Fronters, with Set No. 1 featuring the early engines, No. 2 the AC-4's through AC-6's, and No. 3 the AC-7's through AC-12's. Unfortunately, Set No. 1 is in short supply, but the company indicates there are a good number of No. 2 and No. 3 remaining. The prices are $14.95 per set plus $2.00 postage and handling per set (California residents add 6% sales tax). The production is just beginning, however, on the next three sets featuring ten photos each of SP 2-8-0's, Set No. 4; SP 4-6-0's, Set No. 5; and SP 4-6-2's, Set No. 6. The price on Sets 4-6 are $18.95 each plus $2.00 per set postage and handling along with the California sales tax for residents. There's a 10% discount when three sets are ordered at one time. While these prices may seem steep at first glance, with tax and postage even the more expensive sets are still just over $2.00 per print, and these are Dunscomb originals.

Taking a look at the Cab-in-Front sets that are in good supply, No. 2 features left side roster views of AC-4 4100, AC-5's 4110, 4111 and 4114 and AC-6 4150 and right side views of AC-4's 4105 and 4108 and AC-6's 4126, 4133 and 4136. Eight of the photos I would classify as "magazine quality perfect," with the shots of 4126 and 4133 as merely excellent (they both need an "edging" tone in the

sky, but the locomotives themselves are perfect). Set No. 3 features right side views of AC-7's 4161 and 4171, AC-8 4191, AC-10's 4211 and 4223 and AC-12 4287 along with left side views of AC-7 4157, AC-8 4185, AC-10 4242 and AC-11 4264. Again, all were perfect except for 4171, which was a hair light on the left side. All the photos in both sets were classic unobstructed roster shots of the highest quality with a few having inobtrusive background settings—I particularly liked the water tanks at the rear of 4161, the clouds above 4191, the enginehouse behind 4133 and the hazy forest behind 4126. A few of the photos have crew members appropriately posed in the windows—one in each set has the engineer facing backwards and looking for all the world like the fireman trying to figure out how the hostler got the tender spotted at the wrong end of the engine.

Due to the proportions of the engines, the actual image size on the 8" x 10" paper is 6½" x 9½" with ¼" borders on top and both sides. The photos all have a rubber stamp logo on the back, and we'd recommend keeping them face-to-face in the folder to avoid off-setting the ink onto the face of the next print. These photo sets were obviously compiled by someone who knows the subject matter very well, and the razor sharpness of the prints will make them invaluable for modelers and detail hounds. The quality of the photos readily demonstrates why Guy Dunscomb has acquired such a fine reputation—J.B.

Book reviews

Grand Trunk Heritage, Steam in New England, by Philip R. Hastings, edited by John Krause and Ed Crist, published by Railroad Heritage Press, 424 West 33rd St., 7th Floor, New York, NY 10001. 48 11" x 8½" pages, $4.00.

This third release from Heritage Press is a pleasant surprise. Not only does it cover a railroad which has been virtually ignored by the rail-oriented publishing world, but it is illustrated by a man who played a large part in bringing railfan photography to its current level. Dr. Philip R. Hastings, whose memorable photographs are well remembered by veteran readers of *Trains* (from such series as "Steam in Indian Summer" and the resulting book, *The Mohawk That Refused to Abdicate),* provided virtually all the photographs in this book, and they are typical of his train-in-the-scene approach.

The Grand Trunk, which was merged into the Canadian National system in 1923, served to connect Portland, Maine, with the CN in southeastern Quebec. Originally conceived as the shortest route from Portland (an ice-free winter port) to Montreal, the line lost out financially due to the CPR, Canadian politics and the St. Lawrence Seaway. While much of the Grand Trunk equipment had a Canadian look, it was also extremely distinctive and well maintained. Couple interesting equipment with photogenic scenery, mixed trains and joint MEC operation, and one can easily understand the attraction of the GT.

Photographic reproduction is quite good, aided in part by Heritage Press' changeover to a "whiter" paper. Photo selection and lay-

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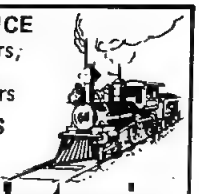

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out is of the quality RAILFAN readers have come to expect from John Krause and Ed Crist, who have co-authored several previous books. Ed Crist's map of New England showing the GT, its connections and its competitors, is well done and much appreciated. However, given the importance of the Canadian connections, it would have been nice to include a small-scale inset showing the GT in relation to Montreal or Sherbrooke. (The map and article on the GT's companion Central Vermont in this issue should be a big help in understanding the road's role-ED.)

This book is an excellent value for such a modest price, and deserves a spot in every railfan's library—MAX S. ROBIN.

The Doodlebugs, by John B. McCall, published by Kachina Press, P.O. Box 50011, Dallas, TX 75250. Hardcover, 256 11¾" x 9" pages; $26.95.

To those of us who have yet to reconcile the fact that red warbonnet F's aren't still whipping stainless consists up Edelstein Hill, it's a little unnerving to realize that we completely missed an entire dimension of Santa Fe passenger service: the multitude of gas-electric "doodlebugs" and other self-propelled passenger cars that covered their own segments of Uncle John's empire from Dearborn Station to San Diego. This book should be entitled "Doodlebugs of the Santa Fe", because it devotes itself to covering "... over six decades of self-propelled passenger car service ..." on the AT&SF. In a heavily illustrated and extensively documented study, the book depicts the Santa Fe's doodlebugs, McKeen cars, rail busses and RDC's as well as trailer cars and mixed train equipment.

Detailed and illustrated rosters pin down all the technical facts and development characteristics, while a diagram section shows the interiors of a good sampling of equipment. The text is readable and entertaining while doing a good job of outlining the history of the Santa Fe's "motors" and describing their usage. A good map and chronological timetable evaluation listing show where and when the Santa Fe used its doodlebugs, and text and captions give the reader a good feeling for how they served the system. Although this is a heavily technical volume, author McCall keeps the text entertaining with casual anecdotes and the

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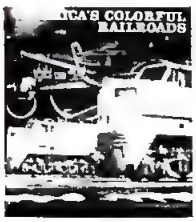
type of folksy trivia that only branch lines and sputtering motor cars could produce.

As a test of how accurate the data in this book was and how easy it was to retrieve, I decided to check out one incident that I been told about that involved a Santa Fe doodlebug. A friend (I believe it was the late Charlie Ost) told me about riding a Santa Fe motor car out of Chicago when it was broadsided by a B&O steam engine at Ash Street crossing. Not knowing either the car number or exact date, I went to the roster and there was the entry for car M.185: "Destroyed at Chicago, 8/6/45, struck broadside by B&O extra 5570 north . . .".

This book is well laid out, and the photo reproduction is good although the original photos appear to range from excellent to awful. All things considered, however, I'd have to give both author and publisher very high marks for getting a fascinating variety of photos on a rather obscure subject and presenting them quite well. There are a number of color photos, and the quality ranges from good to awful. Thumbing quickly through the book, it will probably be the few really bad color shots that will snag your attention, but overall I'd say the color contributes immensely more than it detracts.

While this book covers rail busses to the super articulated doodlebugs, gives the reader a look inside the engine rooms and spreads out the technology and scheduling of all the cars big and small, probably nothing in the book shows what the motors meant to the Santa Fe's territory more eloquently than the color photo on page 125 of the lonely depot at Chillicothe, Texas, and a small knot of people watching a hearse depart with a "passenger" off M.186. If you're not a doodlebug fan before reading this book, you'll be one afterward—J.B.



America's Colorful Railroads, by Don Ball, Jr., published Addison House, Morgan's Run, Danbury, NH 03230. Hardcover, 213 10" x 11" pages; $30.00.

The aphorism "never judge a book by its cover" is especially applicable to Don Ball's latest work. Tailored for the "mass" market rather than railfans, I didn't find the cover particularly appealing (an opinion that I understand is shared by Ball himself), but I think that the book contained with in the covers will set a whole new standard for general interest railroad pictorials. Unlike any other railroad book of this scope or price, it contains not a single black & white photograph (except for the dust jacket), but presents all 281 of its illustrations in full color!

While there have been some impressive color books on foreign railroading and even a beautiful *National Geographic* color-b&w presentation (August '77 RAILFAN), this is the first all-color book to deal exclusively with North American railroads and to present with them from a railfan-oriented approach. The subject matter is specifically railroading in the 1940's and 1950's with both steam power and the colorful early diesels. The 213-page book is organized into five geographic chapters, each preceeded by introductory text. The writing is personal and rich in experience and detail, relating the author's feelings about the railroads, trains and motive power of each region. The descriptive and unabashedly nostalgic prose brings forth images of Grandad's Chevy Six and a UP 4-6-2, crossing the Hudson on the Lackawanna R.R. commuter ferryboat *Scranton*, encountering an IC 4-8-2 at an isolated coaling tower at night and the cafe-lounge of the Soo's *Laker*, among a great number of other things.

Each chapter (Up North, Down East; Gotham and Beyond; From Dixie to the Midlands; Main Lines of Mid-America; Distant Horizons) includes a map that shows the region covered, the primary rail lines in the area and a page-numbered key showing approximately where each of the photos in the chapter was taken. The pictorial matter includes such eye-catchers as Baldwin Shark demonstrators and three different views of PRR and NdeM Centipedes; New Haven steam, electrics and their DL109's in three different paint schemes; NYO&W F's; Western Maryland 2-8-0's; Central of Georgia E7's; FEC BL2's; C&EI F3's; an SAL 2-8-2; a GM&O maroon and red Pacific and a variety of diesels; KCS A-B-B-A F7's; UP veranda turbines and Big Boys; Cotton Belt's only FP7 and a sampling of just about everything in between.

Photo reproduction and color fidelity are superb. I was fortunate to see some progressive color proofs of this book before it was printed, and it is obvious that every effort was made to get each shot "just right". While there are several photos which suffer from slight underexposure and/or motion blur,

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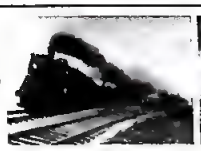
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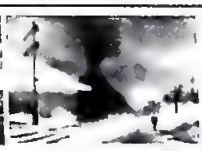
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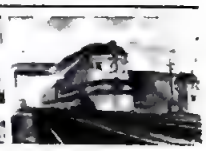
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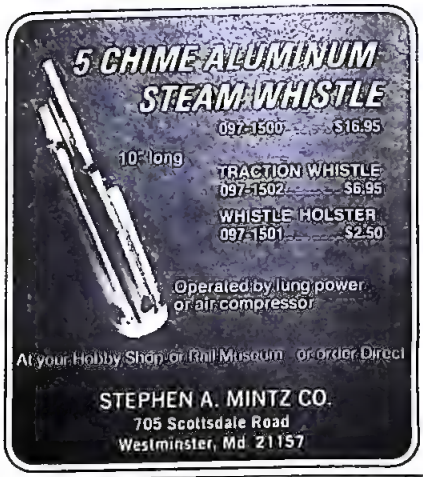
given the film and cameras available at the time, they are nothing short of remarkable—and the vast majority of the pictures are bright, crisp and well composed and exposed. Accompanying the photos are extensive captions that carry a great deal of information (and a twinge of misinformation; the second printing will have a number of typos and some inaccurately identified diesels corrected—ED).

There's a three-page introduction to the book by Ball which outlines his personal attitudes about color and railfan photography in the 1950's and an eight-page epilog by RAILFAN Managing Editor Jim Boyd that paints a vivid picture of the trials and delights of growing up as a railfan during the last years of steam and "making one's peace" with the diesel. Aside from the fact that railfans were not nearly as common and visible in those days and didn't have the vast magazine/newsletter/railroad club communications network that we enjoy today, photographers of the 1940's and early '50's had the problems of slow film and cumbersome equipment. Bear in mind that many of the photos in this book were taken on "old" ASA 10 Kodachrome using cameras with f3.5 lenses and a top shutter speed around 1/200th of a second. Compared to today's films and SLR's where f2 lenses and shutter speeds of 1/1000th of a second are commonplace, the fact that many of these photos exist at all seems miraculous.

This book is an absolute delight, and I believe that anyone who looks at a copy will feel the same way. It's a book to be enjoyed while bearing in mind that it is a unique effort made possible by its appeal to the general public and will not "lead the way" for all other rail books to follow. The tremendous capital investment required to do a book of this magnitude in color will preclude virtually any "hobby" publisher from following suit. Mr. Ball is to be congratulated for presenting such an outstanding railfan work in a manner that will make it attractive to the general market. I sincerely hope that other authors will aspire to this level of excellence—MAX S. ROBIN.



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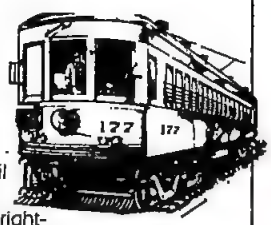

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Railnews

THE NEWEST FACE General Electric has just completed the first of its newest concept in locomotives for the SCL, the BQ23-7. To come up with a locomotive cab that could accommodate the entire five-man crew of a local freight or branch line job and eliminate the need for a caboose, GE put an enlarged cab on a conventional B23-7 (the "Q" is for crew "quarters"). The end result looks like a cross between a B23 and an E60. The cab has a door in the nose and one on the rear at each side with raised platforms inside against each side wall. The right side has the engineer's seat and control stand, while the left side has the fireman's seat up front and the conductor's seat and desk behind. On a lower level across the rear wall of the cab are seats for two brakemen. Various lockers, coat racks and cubby-holes fill in every available space inside. The ten SCL units are 5130-5139. Other railroads have expressed interest in the unit, but they reportedly wanted to see a completed sample first.

THE *GRAND JUNCTION ZEPHYR* The D&RGW has petitioned the ICC to cut back service on its Denver-Salt Lake City *Rio Grande Zephyr* to a Denver-Grand Junction, Col., operation. It is a asking to drop the Grand Junction-Salt Lake City segment on January 31, 1978, citing a savings of $800,000 per year on a present deficit of $2.1 million. The non-Amtrak domeliner is considered one of America's finest passenger trains and caters primarily to travelers more interested in the Rocky Mountain scenery than transportation to Salt Lake City.

AMHAPPENINGS: After extensive delays caused by a strike at Pullman Standard, Amtrak took delivery of the first of its 284 doubledeck long-distance *Superliner* cars on October 27, 1978. The first car was 77-seat coach 34002 and bears a strong likeness to the Santa Fe high-level cars. The first train to be fully re-equipped with Superliners is the *Empire Builder*, with a target date of sometime this spring.

Amtrak's first two Canadian-built LRC locomotives are expected to be delivered for testing in the Boston area in March. The lightweight MLW units (with those fine Alco 251 engines) intended for Portland-Vancouver service in late 1979.

THE NC&StL 4-8-4 Some unexpected events have been taking place in Nashville, Tenn., in the last couple of months with regards to pulling Nashville, Chattanooga & St. Louis J3 "Stripe" 4-8-4 576 out of Centennial Park for restoration to service for excursions. Both the Tennessee Valley Railroad Museum in Chattanooga and the Family Lines put in a bid to acquire the engine for service. Encouraged by the obvious success of Family Lines' Clinchfield 4-6-0 No. 1 and other main line steam operations in its area, the Family Lines proposed to name the locomotive *City of Nashville* and operate it with the Clinchfield passenger consist on the L&N out of Nashville and probably other points on the Family Lines system.

The biggest surprise in the entire affair was the sudden vocal opposition to the proposal by residents of Nashville—especially former railroaders—to the idea of "losing" their engine or giving it away to ". . . someone who's going to use it to make money for themselves . . .". As of December 1978, the Park Board refused anyone permission to remove the engine. The mayor of Nashville is reportedly in favor of putting the engine back into service, and the L&N hopes to mount a campaign to support the idea. At this point, they've lost the first round, but the fight doesn't appear to be over. Letters of support for the project sent to the Nashville Park Board could help the cause of getting 576 back in steam.

***SOUTHERN CRESCENT* DERAILS** According to news reports, the Southern Railway's northbound *Southern Crescent* entered a 45-m.p.h. curve near Shipman, Virginia, at 80 m.p.h. and derailed at 5:40 a.m. on December 3, 1978, piling most of its cars into a ravine and killing six persons and injuring about 60. The remote location, on the SR's main line between Lynchburg and Charlottesville, caused delay in reaching the scene and difficulty in rescue efforts. A few people were trapped in the wreckage for some time, including cook Ned Haynes from Atlanta who was pinned under the stove for eleven hours. The train consisted of eight cars and four E8 diesels. Lead unit 6909 was undamaged, 6902 and 6906 sustained minor damage, and trailing unit 6910 was "totalled", probably beyond economic repair. The damaged passenger cars were baggage dorm 704 *Johnson City*, coach 833, master bedroom sleeper 2353 *Crescent Shores*, diner 3311, coach 818 and 10-6 sleepers 2021 *Yadkin River* and 2023 *Warrior River*. Business car No. 2, bringing up the rear of the train, stayed on the track and was undamaged.

Although we don't have full details at this writing, we understand Amtrak and Southern have worked out the agreement to have Amtrak take over the *Southern Crescent* in early 1979.

CONRAIL MOTIVE POWER Conrail is working out the last details on its locomotive orders for 1979 which amount to 265 units. 165 of the units will be what we've come to expect from Conrail (26 GP38-2's, 40 GP40-2's, 42 SD40-2's and 57 B23-7's), but the final 100 are something new for them, GP15-1's. Deliveries of the "conventional" units are to begin in February with the GP15-1's be-

THE NEWEST FACE in dieseldom is GE's "crew quarters cab" BQ23-7, first applied to SCL units 5130-5139. The enlarged cab has seats for a full five-man crew to permit the elimination of a caboose on branch and local jobs. These units were being delivered on December 4, 1978 at Erie, Pa.

ginning at mid-year and wrapping up in December. Conrail bought 217 units in 1978 and 175 in 1977.

On November 6, 1978, the old NYC Livernois Avenue roundhouse in Detroit burned to the ground, reportedly as a result of sparks from GP38 7817 setting fire to the roof which then caved in. Although there was no one injured, the following units were severely damaged: SW8's 8608, 8639 and 8613, NW2 9206 and GP38 7817.

VANCOUVER ISLAND *DAYLINERS* A high-powered hearing presided over by President Edgar Benson of the Canadian Transport Commission reversed an earlier decision to abandon the Esquimalt & Nanaimo (CP Rail) RDC *Dayliner* passenger service on Vancouver Island. VIA Rail Canada's President J. Frank Roberts and V.P. Marketing Garth Campbell spoke strongly in favor of continuing the trains, noting that the E&N service lost the least of any passenger train in Canada and has had a phenominal growth in tourist travel in the last two years (ridership has averaged a 400% increase in the last year with an 800% increase in the last two months). Prior to July 28, 1978, a single RDC covered the service, but a second car was added at that time to handle the increased ridership. VIA plans to energetically market the scenic route in its tour packages. The decision appears to insure the trains existence for the next five years.

YOU CAN'T GO HOME AGAIN The impressive old CNJ depot at Jim Thorpe, Pa., and George Hart's ex-CPR 4-6-0 972 were featured in the filming of a CBS movie to be shown this spring. The film, *You Can't Go Home Again,* based on Thomas Wolfe's book, uses the 972 and Jim Thorpe depot for a scene at "Libya Hill, N.C." set in October 1929. Filming was October 1978.

GREAT WESTERN NO. 75 The TV movie *Centennial* is the latest role for ex-Great Western 2-8-0 No. 75. In exaggerated colors and featuring a ridiculous stack and almost-as-bad headlight, it was filmed near Denver in mid-October.

TV AND 4501 Those of you who saw the great footage of Southern 2-8-2 4501 in the opening scenes of the television production *The Summer of My German Soldier* may have been puzzled as to where it was shot. The Southern's Jim Bistline was technical advisor for the rail scenes which were filmed in May 1978 on the Central of Georgia's tracks in front of the Georgia Railroad's 1843 depot at Madison, Georgia.

BOUND FOR KANSAS CITY A Great Western Sugar Company Davenport 0-4-OT wearing no number but bearing the construction number 2123, April 1928, was loaded aboard a flatcar at Longmont, Colorado, on August 30, 1978, bound for Kansas City. The engine, last used during the sugar beet campaign of 1976-77, was sold to Allen D. Maty and four associates who have leased it to the Smoky Hill Railway & Historical Society, owner and operator of the Kansas City Railroad Museum. Restoration is under way, and it is hoped to be serviceable in two years.

B&FJ NUMBER 5 Our Alco spotting was somewhat lacking when we ran the photo in the January '79 issue of Brillion & Forest Junction No. 5. We mistakenly identified it as RSC2 594 when it is, in reality, RSC2m 578. The RSC2m's are four Milwaukee RSC2's that were rebuilt by Alco in 1965 and given factory-chopped-noses. Both 578 and 594 are owned by Trans-Northern, Inc., who bought them from the Milwaukee Road. RSC2m 578 was renumbered 5 and put to work on the B&FJ, while RSC2 594 has regained its original Milwaukee number, 988, and is in similar service on the Algoma Railroad, the former Ahnapee & Western Ry. east of Green Bay.

SEABOARD AND CHESSIE MAKE IT FORMAL The Seaboard Coast Line and Chessie System have announced that they have reached accord on a merger. The two lines will be merged into a new company temporarily called CSX Corp., if all goes as planned. Both managements will share equally in the operations of the new company, according to the first announcements of the plan.

Under the proposed terms, holders of Seaboard stock would receive 1.35 shares of CSX, and Chessie holders one share for each share currently held. At the time of the merger announcement, the value of the exchange for Seaboard stockholders was $36 per share. The largest Seaboard Coast Line stockholder is the Southern Pacific with 9.6% of the outstanding securities. SP had planned an offering of approximately $40 per share. The SP termed the CSX Corp. merger announcement "an interesting development."

If the Chessie and SCL do merge, the resulting railway would be 27,600 miles long reaching from the Gulf of Mexico into Canada and from Tidewater, Virginia, to St. Louis. The road would be larger than the 25,000-mile Burlington Northern, but shorter than the 29,500 mile BN-Frisco.

Railroads included in the proposed new corporate parent would be Chesapeake & Ohio, Baltimore & Ohio, Western Maryland, Seaboard Coast Line, Louisville & Nashville, Clinchfield and the Georgia/A&WP/W of A group. The merger, of course, still needs to be approved by the ICC and the stockholders of both corporations—WALTER A. APPEL.

SPV'S TO CONNECTICUT Budd's second-generation RDC, the SPV-2000, has finally found an American buyer. On October 17th, 1978, the state of Connecticut and Amtrak announced a plan for upgrading service on Amtrak's 62-mile New Haven-Hartford-Springfield line, under which the Connecticut Department of Transportation will buy twelve SPV's at $833,000 apiece and lease them to Amtrak. The SPV's will replace the aging and unreliable RDC's that currently handle most New Haven-Springfield runs, and the number of weekday trips on the line will be increased from nine to 14. ConnDOT hopes that new equipment and increased service will draw motorists off of paralleling highways that are now severely congested. Delivery of the SPV's is anticipated by the end of 1979, at which time six Amtrak RDC's will be transferred to ConnDOT for use on the Danbury and Waterbury commuter branches, which are presently short on equipment—TOM NELLIGAN.

THE CHICAGO & NORTH WESTERN The main line motive power situation on the C&NW will be much more interesting next year. Just about the time it began to look like SD40-2's would inherit the earth, the C&NW placed an order for 100 GP40X's for its hot *Falcons* and other piggybackers—along with another 65 SD40-2's.

New and unexpected power showed up in Proviso in late November: a pair of General Electric 136-ton centercab switchers, 1198 and 1199. GE had introduced this line of heavy industrial switchers in 1974 and has had a demonstrator booming around various large railroads over the last couple of years. The C&NW order was the first for a Class 1 railroad. The two C&NW units will initially work out of Chicago's Proviso Yard and may be tested at various points on the system.

On the negative side of the C&NW power developments, it has been reported that the last of the line's GE U30C's has been sold to Mexico, and its last SW1's are gone. The C&NW still has a sizable Alco fleet working out of Huron, S.D., and ex-N&W high-nose C628's assigned to Escanaba, Michigan, as well as a good number of EMD-re-engined Baldwins and F-units in service in Iowa, Minnesota and Wisconsin.

COORDINATION IN IOWA With an eye toward abandoning the bulk of a 128-mile segment of its main line across Iowa between Green Island (just across the Mississippi River from Savanna, Ill.) and Tama, the Milwaukee Road is planning to begin rerouting its trains over a portion of the C&NW. Westbound Milwaukee Road trains headed for Council Bluffs will swing south after crossing the Mississippi at Savanna and follow the Milwaukee's Kansas City line down the west bank to Clinton, Iowa, where they will run on the C&NW main line 132 miles west to Tama. At Tama the C&NW and Milwaukee mains cross, and Milwaukee trains will swing west on a new connection to continue the run to Council Bluffs on their own track. All traffic except a Savanna-Marion (Cedar Rapids) turn and a couple of branch locals will be diverted off the Milwaukee main east of Tama, and the road expects to file for abandonment of the line from Green Island to Marion and Louisa to Tama. Present traffic on the line consists of two through freights each way a day,

CHOO CHOO CHARLIE

YOU CAN'T GO HOME AGAIN is the title of a CBS TV movie based on Thomas Wolfe's book. Filming was under way in October 1978 using George Hart's CPR 4-6-0 972 and the ornate CNJ depot at Jim Thorpe, Pa., renamed "Libya Hill" for the movie. The actors are John Reese and Gino Iannelli.

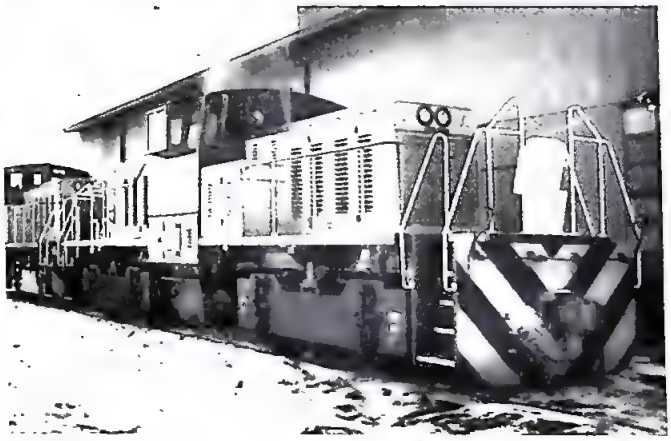
DAVID WILKIE

VANCOUVER ISLAND *DAYLINERS* on the Esquimalt & Nanaimo have gotten a five-year reprieve thanks to support by travelers and VIA officials. Train 2 (**right**) was crossing Niagara Canyon Bridge on September 18, 1978.

JOE LUBER

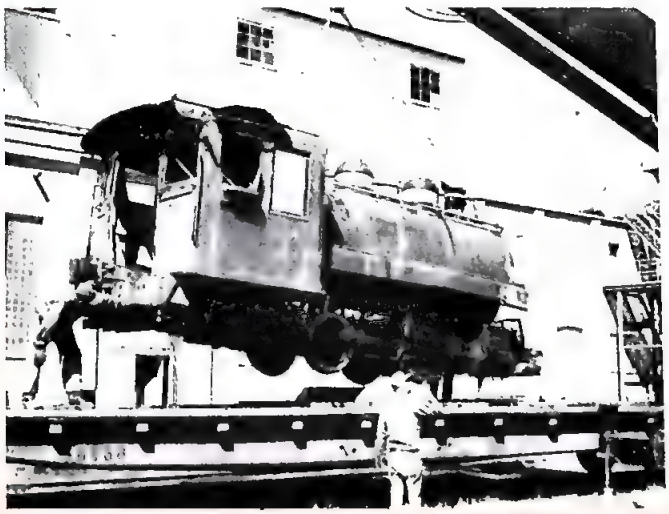
GREAT WESTERN NO. 75 was embellished with a phony stack and headlight for filming of the TV mini-series *Centennial* near Denver last October.

JIM PANZA



THE CHICAGO & NORTH WESTERN has become the first major railroad to buy GE's switcher. 136-tonners 1198 and 1199 (**right**) will work Proviso.

ALLEN MATY



KEN SEIBERT

B&FJ NUMBER 5 was incorrectly identified in the last issue as former RSC2 594, when a look at the other end would have immediately shown it to be RSC2m 578, renumbered and working on the Brillion & Forest Junction.

BOUND FOR KANSAS CITY, this Great Western Sugar Co. 0-4-0T (**left**) was loaded onto a flatcar in Longmont, Col., after sale to five railfans.

four unit coal trains per week and occasional grain trains and extras.

This coordination of traffic will help the C&NW qualify for 4-R money from the government to continue its massive trackage improvement program on its Iowa main line to the very important Union Pacific connection at Fremont, Nebraska. With portions of the line—primarily west of Tama—already rated at 60 m.p.h. for freight and 70 m.p.h. for piggybackers, the new 4-R money will complete the upgrading of both tracks between Clinton and Tama and permit installation of CTC to replace the troublesome ATS train control on the line.

In order to ease continuing motive power shortages and to provide ATS-equipped power to operate on the C&NW, the Milwaukee is leasing 20 C&NW SD45's until the trial period is completed or the CTC is installed.

ADIOS **PA'S** An era has ended; the D&H PA's are gone. The most talked-about and most photographed passenger diesels in history have been sold to Mexico along with the bulk of the D&H's six-motor freight power. Hurriedly recalled from Boston and MBTA commuter service, the four PA's were hustled back to Colonie Shops on October 15 for inspection and preparation for shipment. They were pulled out of Colonie for the last time on October 25, 1978, and dispatched for Laredo, Texas. The D&H units were sold to Diesels International, who has signed a long-term lease for them with the NdeM. Included in the sale were PA4's 16-19 (ex-AT&SF PA1's 59, 60, 62 and 66), C628's 601-618, U30C's 701-712 and SD45's 801-803 (former EMD demonstrators 4352-4354)—DOUGLAS C. REICHENBERG.

TTX PROTOTYPE CAR On September 15, 1978, the Trailer Train Company completed construction of what may become the piggyback car of the future. Designated the "Prototype Car", TTX 110 is made up of two 48-foot four-wheel intermodal vehicles semi-permanently coupled in pairs. The car is designed with the following goals in mind: (1) capability to handle two 45-foot highway trailers with nose-mounted refrigeration units, (2) exclusive use of overhead or side-loading facilities—Piggy-Packers, stradle cranes and such, and (3) lowest practical costs of acquisition and maintenance.

The car is equipped with non-retractable hitches, standard draft gear, no bridge plates and low level profile (31½-inch deck height). With 28-inch wheels, the car is rated at a gross rail load of 205,000 pounds, making it possible to handle two 65,000-pound trailers. The length required to design a single car capable of handling two 45-foot trailers makes it very impractical. By using a single-axle truck, the number of wheels required to haul two trailers remains at four while making it possible for the car to be in two articulated units. Since wheels are one of the highest cost maintenance items, limiting their number offers substantial cost savings.

Trailer Train Company handled the design of the Prototype Car, with the actual construction done at Hamburg Industries of North Augusta, Georgia. Hamburg is owned by Trailer Train.

Construction of a sister car, TTX 111, has begun at Hamburg. It will have a different suspension system than the TTX 110, and both cars will be put through several evaluations before being given in-service testing in 1979—JIM PANZA.

THE NEW YORK & LAKE ERIE Sunday, October 15, 1978, was the official opening of a new short line in western New York south of Buffalo. The New York & Lake Erie Railroad started operations between WC Junction at Salamanca and Cattaraugus, a distance of 14 miles. This was a light duty line of Conrail known as the Valley Secondary Track, formerly EL. It was built in 1851 as part of the original main line of the New York, Lake Erie & Western, later called the Erie Railroad. In recent times it was part of the EL Salamanca-Dunkirk branch.

Funding for the new short line came from the Southern Tier West Regional Planning & Development Board (state level), the Cattaraugus County Industrial Development Agency (county level) and the Appalachian Regional Commission (federal level), as well as countless area individuals. The Cattaraugus County Development Agency owns the railroad and contracts operations to Robert Dingman, president of the railroad. The purpose of the railroad will be to serve the local industry efficiently, thereby insuring jobs and regional development.

The NY&LE began operation with a leased Conrail Geep, and service is now on Tuesday evenings and Saturday mornings. The line planned purchase WA&G GE "Ford" centercab 1700, but mechanical problems with the unit caused it to fail the FRA inspection and prevented its movement over Conrail from Ansonia to Salamanca. The NY&LE has purchased a former-Erie caboose from the WA&G and is reportedly looking for an RS3. The operating personnel and agencies affiliated with the NY&LE are friendly towards railfans, and we encourage railfan conduct that will keep it that way—LESTER JORDAN JR., and DON JILSON.

A NEW NOSE CHOPPER Major railroad shops like ICG's Paducah, Rock Island's Silvis and Santa Fe's Cleburne aren't the only ones rebuilding older Geeps and cutting down the high short hoods. Johnson Rail Service has purchased SCL GP7 929 and sent it to their locomotive rebuilding shop at Cornelia, Georgia, for overhaul and a "nose job". The unit is to be painted gray and yellow for U.S. Sugar in Clewiston, Fla.—JIM WRINN.

MICKEY MOUSE, RAILFAN It's well known to those of us in the hobby that Walt Disney was an avid railfan, and it's appropriate to note that his most celebrated character, Mickey Mouse, came to life in Disney's imagination on November 18, 1928, on a Hollywood-bound train. As a part of the celebration of Mickey's 50th birthday, he traveled in a private car on the *Southwest Limited* and other Amtrak trains "whistle stopping" across the country to New York City and a replaying of his first cartoon in the same theater where it had made its debut exactly 50 years before. Handling the press for the trip was Mickey's long-time friend and well-known railfan Ward Kimball, one of Disney's top animators and closest freinds. Like Kimball, Disney was a live steam fan, and it's no accident that both Disneyland and Disney World feature functioning steam railroads.

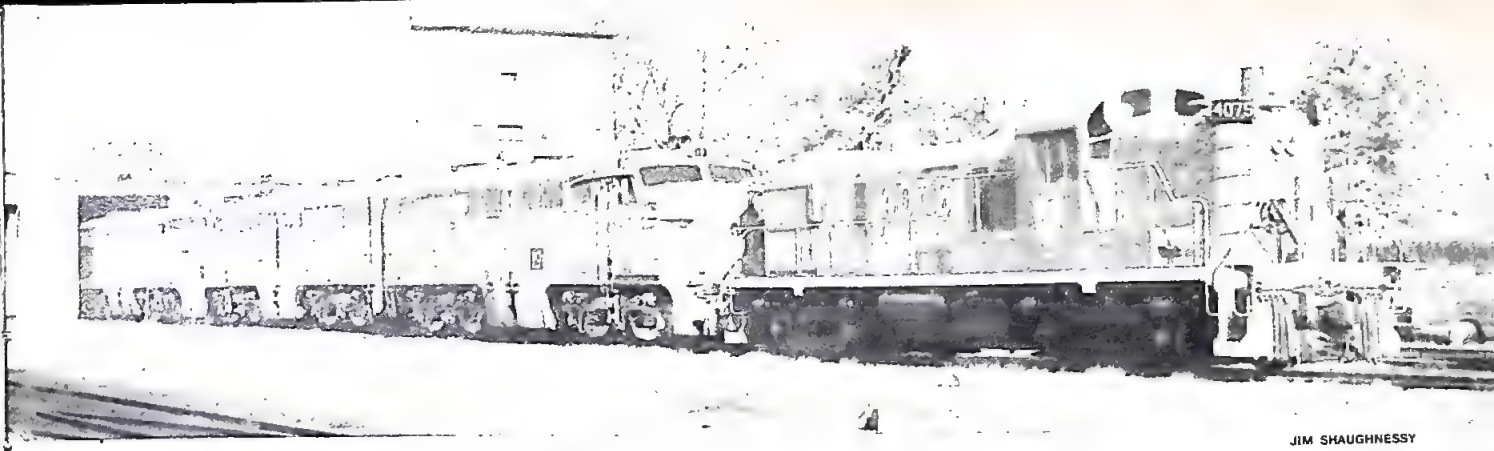
THE SOUTH BRANCH VALLEY West Virginia's newest railroad, the state-owned-and-operated South Branch Valley became a reality in ceremonies on October 15, 1978. Assuming operations of the former B&O branch from Green Spring to Petersburg in the northeast corner of West Virginia, the SBV has a former military Alco S1 on the property and two MRS1's undergoing reconditioning at GE in Pittsburgh. They are presently leasing a former St. Marys Railroad RS3 from GE.

The first locomotive to get the SBV's new paint scheme of yellow and "John Deere" green was the S1, and the paint was still sticky—Locomotive Inspector Jerry Moyers was quick to point out that the paint was "sticky" and not "tacky"—at the time of the ceremony. The MRS1's are to be painted by GE.

FRENCH RAIL SERVICE TO ATLANTIC CITY? A French organization, Compagine General D'Electricite, working with an unidentified American partner, may be ready to pay the State of New Jersey up to $100 million for the rights-of-way leading to "Las Vegas East," Atlantic City. The state bought the Pennsylvania-Reading Seashore Lines and the former CNJ trackage in the area just before the "900 day" purchase option from Conrail ran out. Since the state paid only $17 million for over 300 miles of trackage, it may have made an excellent investment if it can now sell off a small portion of it for $100 million.

The French propose to upgrade the route chosen to 100-m.p.h. standards and use turbo or electric trains to move passengers from New York and Philadelphia to the gaming tables along the famous boardwalk. The only service currently provided the city is via three trains made up of State-owned Budd RDC's. The trains are run only on weekdays and make one round trip each. They go west in the morning on the P-RSL to Lindenwold where passengers transfer to the PATCO rapid transit line connection to Philadelphia. There is return service in the evening, but no through service to any major city at any time.

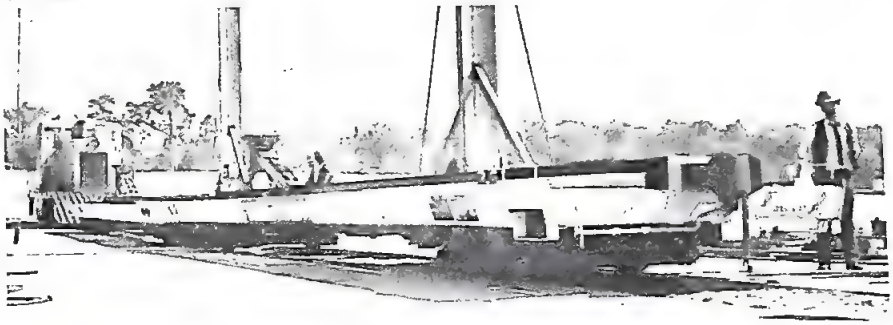
Compagnie General D'Electricite is currently conducting feasibility studies of the service and will make a firm offer to the state when the studies are complete if they are favorable—WALTER A. APPEL.



JIM SHAUGHNESSY

ADIOS **PA'S!** The D&H's most famous locomotives, the four ex-Santa Fe PA's, were pulled out of Colonie Shop for the last time—appropriately behind an ex-B&M RS3—on October 25, 1978, to be put on a freight for shipment to Mexico. The PA's were sent to the NdeM along with the bulk of the D&H's six-motor freight units.

JIM PANZA



TTX PROTOTYPE CAR 110 may be the piggyback flat of the future. An articulated car made up of two 48-foot four-wheel units (right), it can accommodate two 45-foot trailers with nose-mount refrigerators. It requires overhead loading.

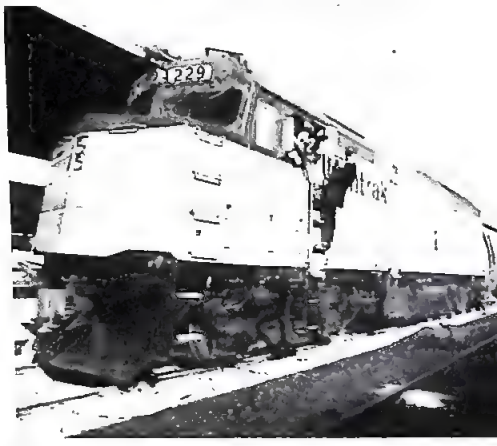
LESTER JORDAN, JR.

THE NEW YORK & LAKE ERIE held opening celebrations on October 15, 1978, for their new railroad taking over the former Erie branch from Salamanca, to Cattaraugus, N.Y.

JIM WRINN

A NEW NOSE CHOPPER in the used-Geep business is the Johnson Rail Service, which has been overhauling and modifying SCL GP7 929 at Cornelia, Ga., for sale to U.S. Sugar in Clewiston, Fla.

WALT DISNEY PRODUCTIONS



MICKEY MOUSE, RAILFAN, celebrated his 50th birthday in November when he and railfan friend Ward Kimball made a whistle-stop Amtrak tour from Hollywood to New York City.

TWO PHOTOS: WEST VIRGINIA RAILWAY MAINTENANCE AUTHORITY

THE SOUTH BRANCH VALLEY railroad, owned by the state of West Virginia, began official operation on October 15, 1978. A crew of railfans and employees worked frantically (right) to get Alco S1 No. 1 painted in time for the ceremonies. GE 20 is an ex-St. Marys RS3 leased by the SBV from GE while their two MRS1's are being refurnished at GE in Pittsburgh.

Alco power. POWER, in upper case letters. Not the little stuff left sputtering around on short lines, but the big units, of 2400, 2500 and 3600 horsepower. They run today, at speeds up to 65 m.p.h. out of Vancouver, Washington, Burlington Northern's former Spokane, Portland & Seattle shop facility which maintains the last main line fleet of Alco power in the Western U.S.

It's the SP&S heritage in Vancouver that keeps the Alcos running. Years of experience fighting, coaxing and cursing engine components into place have kept BN's Alcos on the road long after cohorts from the Union Pacific went to scrap and nearby Southern Pacific sisters were sent a-lugging on the Eugene, Ore., hump.

Vancouver currently hosts six models from two pre-merger Alco aficionados: ex-SP&S and Northern Pacific RS3's (of which only a handful are left); ex-NP RS11's; modern C424's, C425's, C636's and a pair of much-disliked C415's, all former SP&S.

Today, eight years after the Burlington Northern merger, the Century Alcos remain the "Monsters of Vancouver". Head gorgons are the ten Century 636's, numbered 4360-4369, that were the first (December 1967) and last (November 1968) of Alco's bid to unseat Electro-Motive's fast-selling SD45 as the big growler of the rails. SP&S picked up on the fact that the Alco used a 16-cylinder engine in lieu of EMD's V20 to turn out the same 3600 horses. The fact that the locomotive was from Alco, whom the SP&S held in the highest respect and loyalty, didn't hurt sales potential.

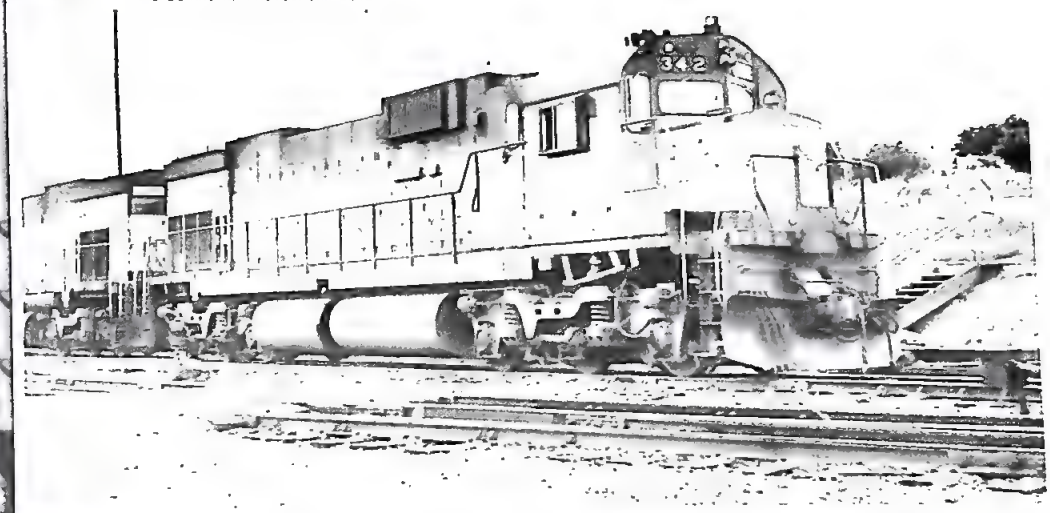
Delivered in two orders to the SP&S as numbers 330-335 and 340-343, the ten units quickly became 69'6" of the best kind of power available for the Wishram-Bieber Oregon Trunk line interchanging with the Western Pacific. The new units ate up the miles of the Deschutes River Canyon rails, made peace with the stiff grade out of the canyon from South Junction to Madras, and found themselves lashed up to such unlikelys as Western Pacific F7's due to a pooled power agreement with the WP instituted after the BN merger on March 2, 1970.

Back in 1968, when the C636's were delivered, the crews were so impressed with the tractive effort of the 330's and 340's that the SP&S, at the suggestion of crews, placed an order for two additional units, to be numbered 350-351. Rumors that Alco was shutting down came to fruition, and the two-unit order was canceled. SP&S had to settle with EMD for the first time in 13

The Big Green Alcos of Vancouver

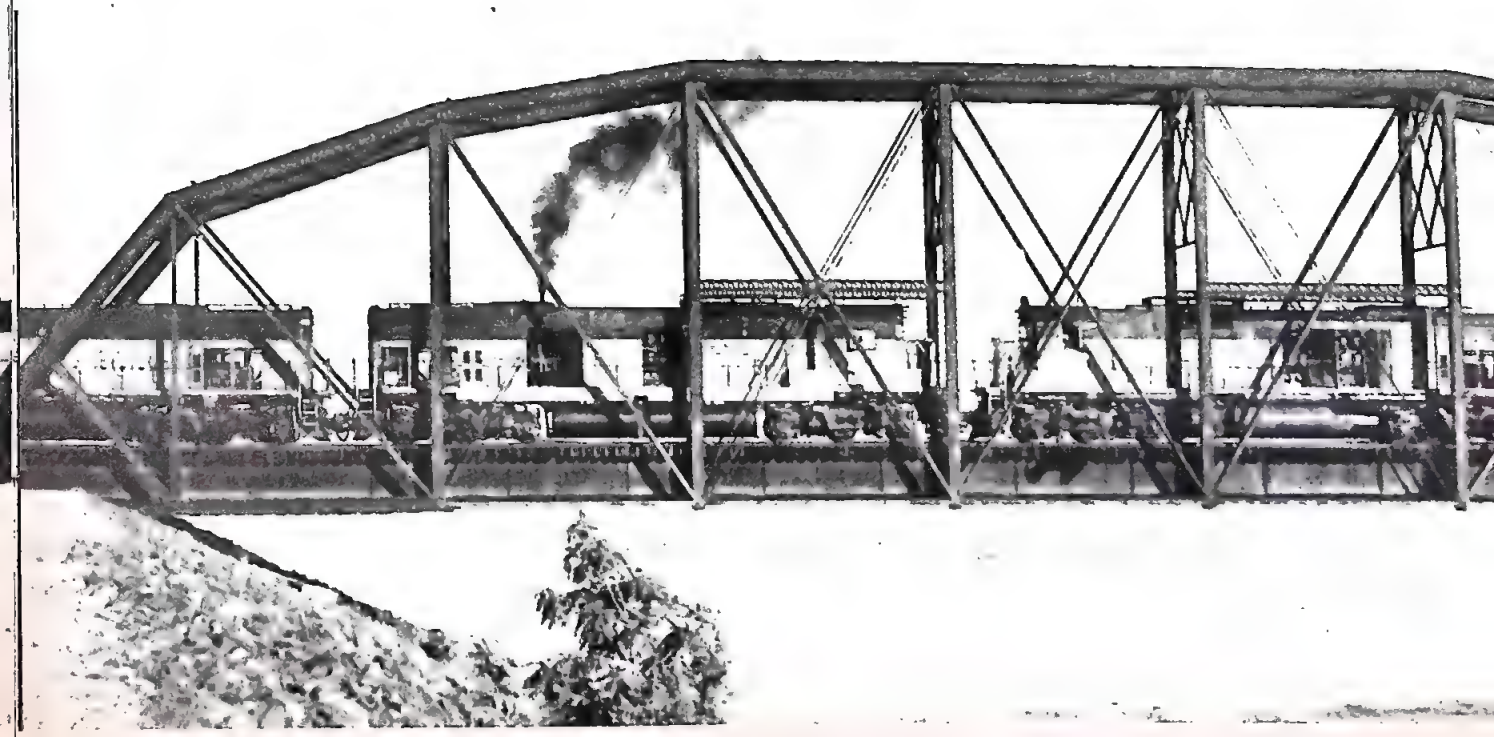
First and second generation SP&S and NP Alcos highlight Burlington Northern operations out of Vancouver, Washington. **by Blair Kooistra**

SP&S AND NP PHOTOS: JIM BOYD



BN PHOTOS: BLAIR KOOISTRA

"THE HEAD GORGONS" of Vancouver's monster fleet are the former-SP&S C636's, and 4368 and 4369 (left) were showing off their most endearing Alco trait, smoke, as they entered Wishram with C424 4241 on July 23, 1977. 4368 and 4369 starred again along with 4367 and an inconsequential EMD (below) bringing an eastbound freight into Pasco over the Columbia River bridge. Back in July 1969 the 4368 wore the SP&S colors (above) and number 342 at Vancouver engine terminal.



Venturing from Vancouver

Alco Schedules

No.	Leave	Arrive	Notes
NORTHBOUND			
150	Vancouver 7:00 a.m.	Seattle 2:30 p.m.	
148	Vancouver 8:00 a.m.	Seattle 3:30 p.m.	Times approximate
138	Vancouver 2:15 p.m.	Seattle 9:00 p.m.	WP hotshot
146	Vancouver 7:30 p.m.	Seattle 3:30 a.m.	SP connection
SOUTHBOUND			
137	Seattle 4:00 a.m.	Vancouver 9:30 a.m.	WP hotshot
139	Seattle 10:00 a.m.	Vancouver 5:00 p.m.	
149	Seattle 5:30 p.m.	Vancouver 2:00 a.m.	
147	Seattle 7:00 p.m.	Vancouver 2:30 a.m.	SP connection
EASTBOUND			
No.	**Leave**	**Leave**	**Arrive**
80	Vancouver 11:00 a.m.	Wishram 2:45 p.m.	Pasco 5:30 p.m.
137	Vancouver 1:00 p.m.	Wishram 3:30 p.m.	Bend 9:00 p.m.
182	Vancouver 3:30 p.m.	Wishram 8:30 p.m.	Pasco 12:30 a.m.
139	Vancouver 8:00 p.m.	Wishram 11:00 p.m.	Bend 6:00 a.m.
76	Vancouver 9:00 p.m.	Wishram 11:45 p.m.	Pasco 3:30 a.m.
WESTBOUND			
23	Pasco 1:00 a.m.	Wishram 3:35 a.m.	Vancouver 5:40 a.m.
138	Bend 5:00 a.m.	Wishram 10:30 a.m.	Vancouver 1:00 p.m.
33	Pasco 12:20 p.m.	Wishram 2:55 p.m.	Vancouver 5:00 p.m.
73	Pasco 12:45 p.m.	Wishram 3:25 p.m.	Vancouver 6:00 p.m.
197	Pasco 3:30 p.m.	Wishram 6:10 p.m.	Vancouver 8:25 p.m.

NOTE: WP hotshots 137 and 138 seldom get Alcos above Klamath Falls but often get them south of there to Oroville on the WP. Second sections are likely on trains 146, 147, 148 and 149. Train times are for approximate information only and subject to change.

RAILFAN: BILL SCHAUMBURG

years, and ordered six GP38's, units assigned SP&S numbers 200-205, delivered instead as BN 2072-2077—the first new power acquired by the BN.

The C636's were an extention of a modernization program instituted in June 1964 which saw seven C424's arrive as SP&S 300-306; power that would eventually slim the aging FA's down to an even dozen at the time of the merger. A nominal boost of 100 horsepower the next year resulted in the C425; SP&S was impressed and bought 16, numbered 'em 310-317, 320-327, and sent them from Portland to Spokane and from Wishram to Bieber. After the merger they went to such non-SP&S points as Stockton, California, on the WP and Seattle via the former NP main line.

By 1965 the SP&S was back on it's feet powerwise and no longer strictly an RS3/FA railroad as it had been prior to the announcement of the Century Line. Aware that the end of steam as a practical form of motive power was in sight, the "Spoke" had ordered 26 FA-type units (in both cab and booster configurations) in the late 1940's and acquiring eight more from parent Great Northern in 1950. Nearly thirty RS3's were purchased from 1950 to 1955, to which Great Northern contributed two more to the pool, numbers 231 and 232, in 1963.

During the first few years of the new Burlington Northern—which saw it's FA's, by the way, become the last units of their type in the U.S. haul freight—attrition thinned the ranks of the C424's and C425's. C424 4242 and C425 4251 were destroyed in a September 1970 roundhouse fire and Vancouver, and the next year an accident near Bend, Ore., saw C424 4245 and C425 4261 lost, their damage too great for even the master rebuilders at the BN shops at Livingston, Montana, to repair. The old Oregon Trunk line became prolific for claiming Alcos in wrecks as the post-merger years progressed. The year of 1972 saw class unit 4250 devoured in a May 14 head-on collision in the Deschutes River Canyon near Paxton, Oregon. Also munched in the collision was SD45 6499, a locomotive a little over a year old at the time.

C425 4265 was sent to the scrapper two years later after the two GP-type units trailing it caught fire and Century bought the farm when the conflagration swept forward and engulfed the unit. 1977 saw C636 4365, the first C636 painted in green, suffer an electrical fire. Currently, the unit reposes in BN's Hillyard shops, awaiting sanction to rebuild or scrap it.

The years following the merger of the SP&S into the BN saw change in the SP&S's Century fleet. Most apparent was the new paint scheme, the Alcos trading tan, olive and red oxide for a flashy "Cascade Green", white and black paint scheme which stands out boldly in the arid Columbia plateau landscape. The coat of mineral red primer and Cascade Green didn't change all that made the units memorable, though. BN improved upon the perfection of the C636's by installing shields over dynamic brake fans and by adding those tiger stripes on the nose, which couldn't help but make the sharply-curved snout stand out that much more.

The C636's are an aural delight as well as a visual one: That typical Alco sound that author Don Ball described so well as a "biblika-biblika-biblika" chant overpowered the sounds emitted from EMD units in multiple when storming out of Wishram at 4:00 a.m. over the Oregon Trunk bridge to Bend. And dynamics? Well, straining to hold an 8,000-ton train on the downgrade into South Junction there's no clearer sound to be heard in all of railroading.

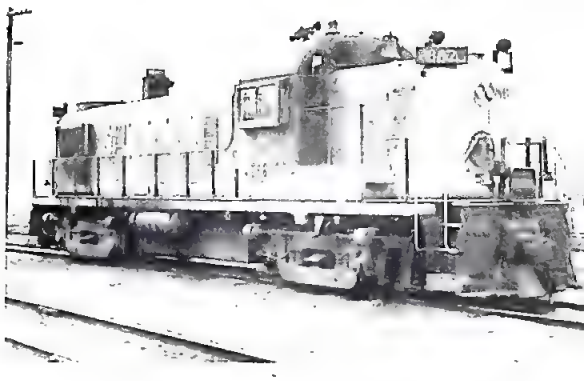
Today, on the BN's Columbia River line, the former home of the Centuries prior to the merger, the Alcos are allowed to race along at high speed, probably the only place in the U.S. where any of the 561 Century-series units Alco built are allowed to do so. Relegated to mineral service in many areas of the country, Alcos on the BN still have their hand in moving main line freight at speed.

On BN's Portland division, they run many more than the scheduled five freights in each direction, and these extras and second-sections provide railfans with a pretty good chance of catching Alco power on the point. Trains to Seattle utilize Alcos as well, usually on freights 139, 146, 147 and 149.

One of the best spots for watching the Alcos is on the old SP&S itself, on the line from Vancouver east along the Columbia River and State highway 14, a two-lane affair which follows the tracks 183 miles from Vancouver to Plymouth. Speeds of up to 65 m.p.h. throughout the scenic, ever-

THE NORTHERN PACIFIC RS11 FLEET joined the former-SP&S power at Vancouver. NP 904 (below) was at Superior, Wis., in 1967. 4194 led an F7B and C636 out of North Dalles (above) with Second 393, 121 cars and 8187 tons bound for the Oregon Electric on April 2, 1977. 4197 carried its NP-style bell (right) on a grain extra in July 1978.

WITH A GREEN RS3 leading an F9B and RS11 4182, freight 398 grinds through the Columbia River valley just out of McCredie, Wa., on a scorching July 23, 1977. The 4068 was originally GN 231 and then SP&S 83. SP&S 94 switched Wishram (below) in July 1696, and NP 862 was at Superior, Wis., in 1967.



BN's Vancouver Alcos

Numbers	Model	Former	Built	Units	Notes
4010, 4011	C415	SP&S 100, 101	1968	2	
4054, 4056, 4058, 4064, 4065	RS3	SP&S 69, 71, 73, 79, 80	1951-1953	5	(4058 Vanc. 12/9/77)
4068	RS3	Ex-GN 231, to SP&S 83 in 1963	1953	1	
4070, 4078	RS3	SP&S 90, 98	1955	2	
4081, 4082, 4085	RS3	NP 857, 858, 861	1955	3	(4081 Vanc. 1/17/78) 4082 repainted NP; scrapped 11/78 4085 scrapped 11/78
4180-4197	RS11	NP 900-917	1958-1960	18	(4188 Vanc. 5/10/78) (4189 Vanc. 8/2/77) (4196 Hill. 3/24/77)
4240, 4241, 4243, 4244, 4246	C424	SP&S 300, 301, 303, 304, 306	1964	5	
4252-4257, 4258-4260, 4262-4264	C425	SP&S 312-317, 320-322, 324-326	1965	12	
4360-4369	C636	SP&S 330-335, 340-343	1967-1968	10	(4365 Hill. 3/27/77) (4367 Livi. 5/14/78) (4369 Livi. 3/16/78)

Abbreviations: Parentheses () indicate stored unserviceable. "Vanc." is Vancouver Shop, "Hill." is Hillyard Shop in Spokane, and "Livi." is Livingston, Montana.

Roster compiled by Blair Kooistra and Paul Guernsey.

changing scenery are the rule rather than the exception, as a .2% gradient does little to slow amply-powered 8000-ton freights.

The real way to experience Alco power on the Columbia is on a night chase east out of Vancouver. Here on a moonlit night,

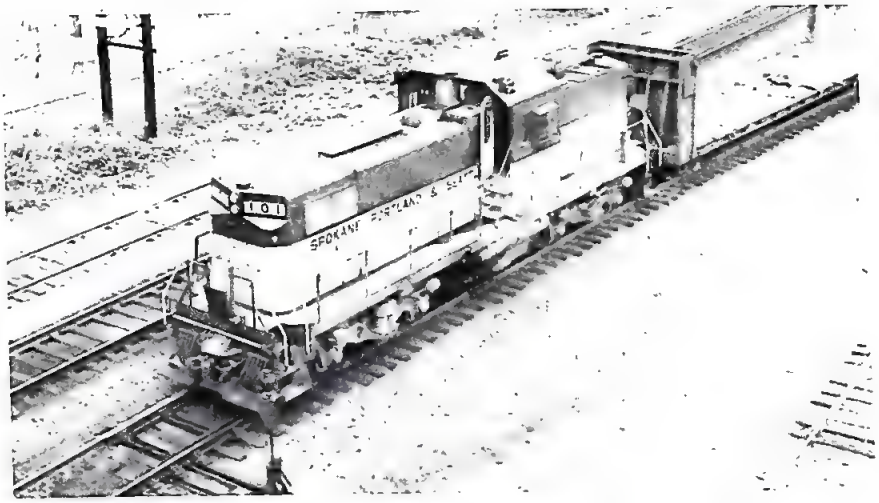
the basalt cliffs which add so much to the Columbia River Gorge are silhouetted, devoid of detail, and the buoys and power plants on the river mere pinpoints of light. There is little competition between power and scenery as red glows emanate from the stacks of the units, class lights glow and the crew can be seen in the cab, sitting back and taking in the surroundings presented to them by a narrow whitewash of twin sealed-beam supplied light. All the while, that unmistakable Alco throb fills the air, each alteration of the throttle audible through the intensity of pitch and volume as the orphans from Schenectady charge on through the might. The chase ends up at Wishram, 96.1 miles from where it began, as the train pauses for a crew change. It's now 3:00 a.m., and you decide to sack out for the night beside BN's all-night beanery, determined to chase an eastbound into Pasco later in the morning.

Light comes early in the desert. It's 6:00 a.m., and the sun is peeking over distant cliffs. As you leave town after a quick bite at the diner, you notice a cloud of thick, black smoke below the steep roadway you're taking out of town. The black smoke billows up again, then dissipates in the breeze over the pint-sized town and good-sized yard. The train is a mile away and 400 feet below you, but there's that cloud again. Even from a distance, you can tell that's Alco power down there.

In the yard, train No. 399 is preparing to leave town behind an RS11-F9B-RS3 lashup. Vancouver's seven B-units are often stuck between Alco power, presenting a kind of "A-B-A" power image. Bound for Albany on the Oregon Electric with a train of empties, the power responds to the engineer's touch. The F-unit is loud and bassy, and the Alcos; well, the Alcos throw up a whole lotta smoke.

The RS3's and RS11's are the "other" Alcos based out of Vancouver. Biding their time in Portland-Vancouver transfer service between runs on main line iron, the units are serving out their last years until more of BN's current affliction, the GP38-2's, are delivered to replace the remaining Alco RS's.

Eighteen RS11's (six of which are



THE ORPHANED PAIR of SP&S C415's are generally disliked by the BN crews. SP&S 101 (below) was working Portland in 1969, and the same unit was working Vancouver in 1978 (above) in BN colors.

TWO OF THE LAST THREE ex-NP RS3's, including 4082 in NP colors for a court case, were in the J. Simon & Sons's scrap yard in Tacoma in November 1978. BN RS3 4056 (former SP&S 71) accompanied C425 4252 and GP38-2 2084 (left) in Portland's Hoyt Street roundhouse in February 1978.

FORMER-SP&S "LITTLE CENTURIES" still prevail out of Vancouver. C425 4253 was headed out of Bend for Bieber (above) with train 170 on April 5, 1978. Making a rare appearance north of Seattle, C424 4240 led the "Fern Turn" to Ferndale over Ballard Bridge (below) on May 21, 1977. Second 148 departed Auburn (bottom) with C424 4246, two F9B's and C636 4366 on April 22, 1978.

equipped with dynamic brake) came west from owner Northern Pacific's facility in Superior, Wisconsin, shortly after the merger, along with seven RS3's, set up in the latter-production configuration for short hood forward operation.

The RS3's served in a variety of operations for NP, including helper service out of Livingston, Montana, over the Continental Divide. With the move to the West Coast to join SP&S's Alcos (as well as to centralize parts supplies and, as one official put it, "put all the junkers in one place"), the RS3's and their bigger sisters, the RS11's, were to become the darlings for post-merger branch line and switching assignments. Albany, Oregon, and Wishram, Kalama and Longview-Kelso, Washington, often sported two or three RS3's or RS11's at a time to handle the switching chores. Now, EMD SW's and aging Geeps handle the job the RS's once worked.

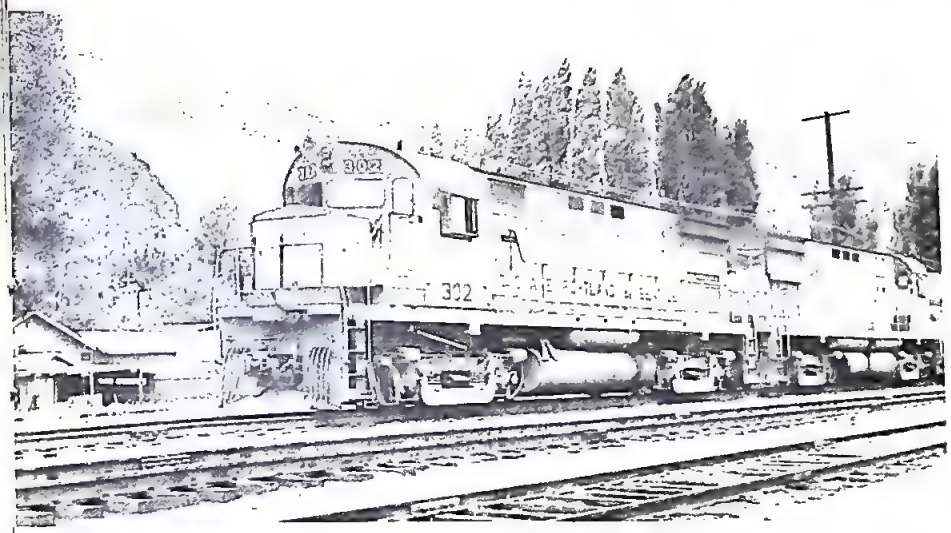
Two other pieces of Alco propulsion on today's BN have escaped our scrutiny, the pair of ex-SP&S C415 s bought in 1968 for inter-yard transfer service between Vancouver and Portland. Now, eight years past the merger date, they are about as far removed from there as a unit can get in the region, the former GN yard in Klamath, Falls, Oregon, where they have resided for most of the four past years. Built as SP&S 100-101, today the units wear green paint and bold numbers 4010-4011.

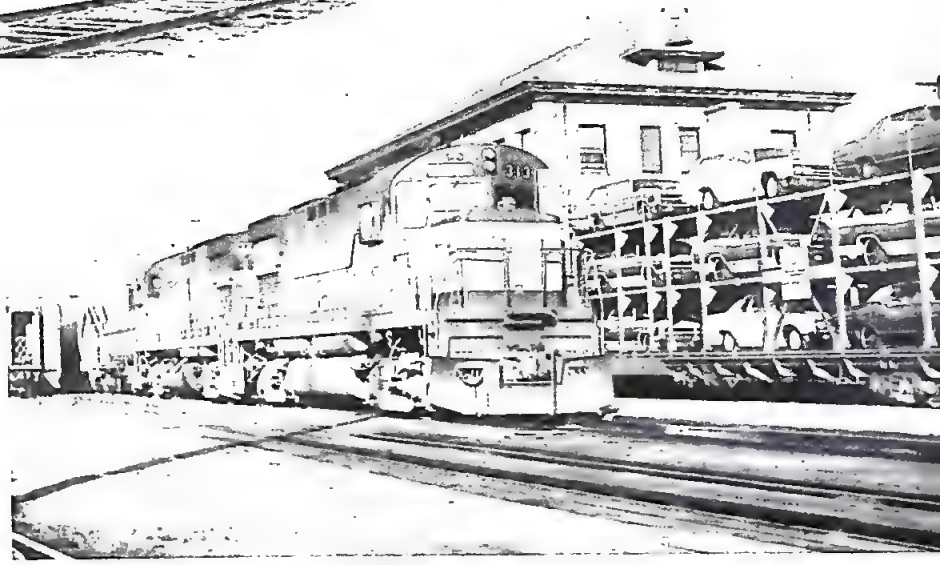
Apparently, when the units were new, SP&S management was interested in buying a large fleet of these units as eventual replacements for the FA's and RS3's. Four more C415's were on order in 1969 when Alco announced that they were closing the doors on locomotive construction.

Maybe it's better the SP&S didn't acquire a few dozen of the center cab Alcos, for the units are, to quote one engineer, "a bitch-'n-a-half to work with". The locomotives still get into Vancouver for maintenance, after which they usually work yard service for a few weeks and then disappear back to the wilds of Klamath Falls until another problem befalls them. Vancouver also maintains two other C415's of Weyerhaeuser ownership, Curtis, Millburne & Eastern 684 (formerly the Chehalis Western) which works log trains from Curtis to a Milwaukee Road connection at Chehalis, Wa.; and Columbia & Cowlitz 701, the mainstay power on Longview's Weyerhaeuser-owned common carrier. Not wishing any ill will on the 701, the railfans near the C&C nonetheless come out of the woodwork when the unit is in Vancouver for repairs and the railroad fires up FM H12-44 700 as a temporary replacement. It's the only Fairbanks-Morse used in Washington with any regularity.

In recent years, the Alco fleet on the BN has diminished not so much in numbers as in prominence. GP30's, GP35's and GP38-2's now command positions and trains which as late as the summer of 1977 were strictly Alco assignments. Today, Geeps get most head-end assignments, the cabs regarded as more comfortable, the heater warmer and control stand easier to reach and operate.

Alcos made it to the head end of Amtrak varnish last year, however. During the banning of EMD SDP40F's, C425 4260 made two round trips from Portland to Seattle on the point of the *Coast Starlight* in late June. Also during that summer when E8's and





FP7's returned to Washington in passenger service, a C636 was called in at Vancouver to tie onto the head end of the northbound *Starlight* to help the train to Seattle after the lead E8 failed crossing the Willamette River bridge.

On branchlines, switching assignments at Madras, Bend and Klamath Falls as well as main line symbols and extras from Wishram to Pasco, Vancouver and Portland, the Alcos are far from dead. They're full of life and ripe for photographic picking. Railfanning the Alcos and the old SP&S is an experience you won't forget. So look trackward at the nearing headlight, at the billowy clouds of smoke, the gutsy gait and the clean lines of the power. Those are hallmarks of the BN's Alco fleet.

IN SPITE OF THE GREEN PAINT, the SP&S heritage remains strong out of Vancouver. C425 4256 had C636 4361 and RS3 4068 for help on a westbound six-car local near Bingen-White Salmon on a cloudy February 18, 1978. Back in July 1969, C424 302 posed in the typical Wishram setting **(top left)**, and C425 313 led a westbound freight **(above right)** past Spokane's impressive GN-SP&S station.

Seven Canadian Pacifics

by Jim Boyd

Seven CPR 4-6-2's were under steam and running in Vermont, Virginia and Canada over this past year.

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

The date was October 21, 1978, but the scene could have been any Canadian Pacific engine terminal in 1948. Three trim G5 Pacifics simmered on the shop tracks as plumes of steam lifted into the crisp and still night air. A mellow whistle and gentle chuffing accompanied another column of steam up the main line. Another Pacific, a big G3, came to a halt abreast of the other three and the scene was complete: four live Pacifics posed for the night photography session of the annual Steamtown Railfan Weekend.

Steamtown U.S.A., in Bellows Falls, Vermont, on former Rutland R.R. trackage now owned by the Green Mountain R.R., has one of the largest collections of steam locomotives in North America, and throughout the summer tourist season they run regular excursions three times a day twelve miles up the line to Chester. In addition, longer runs to Ludlow or Rutland are made on special occasions all year round. For the past few years the motive power on both the regular and special trains has been one or two of Steamtown's three serviceable CPR G5 Pacifics.

When the State of Vermont funded the ambitious Vermont Bicentennial Steam Expedition project for 1976, another CPR Pacific was slated to provide the motive power, G3c 2317. Larger and considerably older than the three G5's, 2317 was already in the process of overhaul when the Bicentennial project was cut short after a summer of daily trips between various points on the Green Mountain and Vermont Railway with G5 1293 doing the honors on the head end. With the restoration of 2317 well under way but funding now curtailed, the completion of the job was somewhat in doubt.

Although its mission on the Bicentennial train was no longer a consideration, Steamtown management decided that 2317 would be a new and useful attraction, and the completion of the restoration was given to the shop crews to be worked on as time permitted between regular maintenance jobs on the three G5's. Two other engines were in the Steamtown shop with partially completed overhauls, CNR 4-6-0 1551 and the famous Nickel Plate Berkshire 759. Since the 2317 was nearest to completion and would be the least expensive to get serviceable, she was given priority over the other two (the shop crews are expecting to work on both 759 and 1551 over this winter as time and parts availability permit).

Steamtown Railfan Weekend on October 21-22, 1978, marked 2317's public debut after operating under her own steam for the first time in 19 years on an October 1 test run. She was an unexpectedly grand sight on that cold clear morning of October 21. Fred Bailey and the shop crew had put in a long

GLEAMING IN FRESH PAINT and the bright morning sun, Steamtown's CPR G3 Pacific 2317 made her public debut at Railfan Weekend on October 21, 1978. That night she starred with Steamtown's three CPR G5's in a spectacular four-engine night session (below left) with all engines live under steam. On October 24 the 2317 made a special run and posed (below) on Rockingham Bridge.

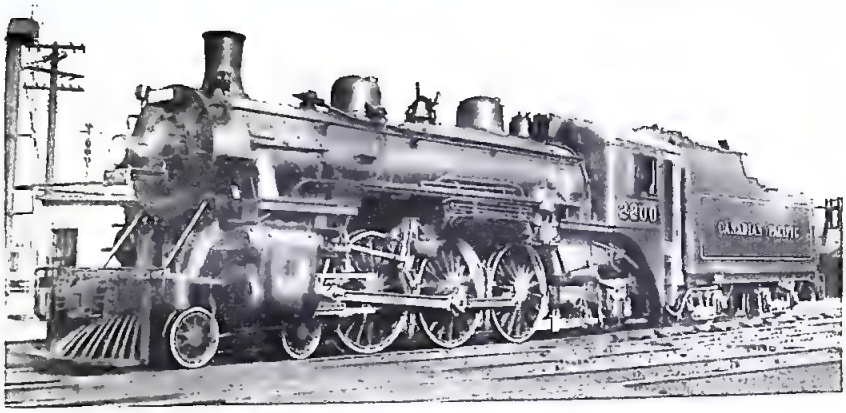
night to complete the finishing touches on 2317's paint job: the full CPR passenger colors with blue-gray boiler jacket and wine red panels lined in gold. Time had prevented the crew from doing the traditional CPR job of white striping the wheels, and 2317 was typical of an unfortunate number of latter-day CPR engines in having her lower number plate missing. Nonetheless, she was breathtaking in her regal colors and authentic CPR lettering. A veteran CPR engineer noted that her livery was "right on the money."

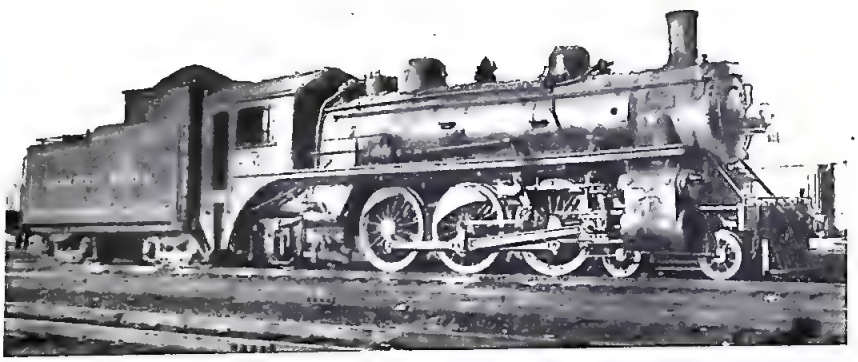
As one might expect, 2317 was the prime feature of the morning's "Parade of Trains" as she made three runbys trailing a caboose, three on the passenger consist which included an RPO which picked up mail bags "on the fly", and three more leading a triple-header with G5's 1293 and 1246. While temporary trackage restrictions prevented 2317 from making the afternoon trip to Chester or Sunday's run to Ludlow (she is considerably heavier than the G5's and some deck work will be needed on one bridge before she can be put into regular road service), she highlighted the afternoon's activities with two movie runs in downtown Bellows Falls before handing the train over to the pair of G5's for the rest of the run.

Originally built as a coal burner, 2317 was converted to oil for the Bicentennial schedule, and Steamtown management decided that keeping her an oil burner would enhance her value on any future main line excursions. One factor became evident on the Saturday afternoon movie runs, however; she needs greater capacity in her firing jets. Although she was able to maintain steam well enough during the short but spirited

FREDERICK G. BAILEY

TWO PHOTOS: CHARLES T. FELSTEAD





THE CPR'S FIRST PACIFICS were the G1's (above) and G2's (below) of 1906. Almost identical except for driver diameter, the faster G1's rode 75-inch drivers while the more powerful G2's had 70's. Both classes were very successful and survived to the end of steam. The 2559 is shown in 1956.

movie runs, she probably wouldn't be able to sustain a long hard pull. As Fred Bailey noted when fans complained of the total absence of smoke on the movie runs, "I was firing and had the firing valve wide open to the peg trying to make smoke, but I simply couldn't get enough oil into her to overfire and make smoke!" That little problem should be taken care of before next year.

The 2317's part of Railfan Weekend was wrapped up when she was the main attraction of the night photography session Saturday, posing first with a hopper and caboose near the depot and then in two different set-ups with all four Pacifics at the north end of the shops. It had been a long time since any of us had seen four big main line steam engines alive and breathing in one scene.

The 2317 was simmering in the shop when G5's 1293 and 1246 romped into the morning mist along the Connecticut River doubleheading the Sunday train to Ludlow. With the big engine set aside, the pair of G5's was more than enough to keep things interesting. It came as a bit of a shock to realize how much I'd come to take these "little" Pacifics for granted.

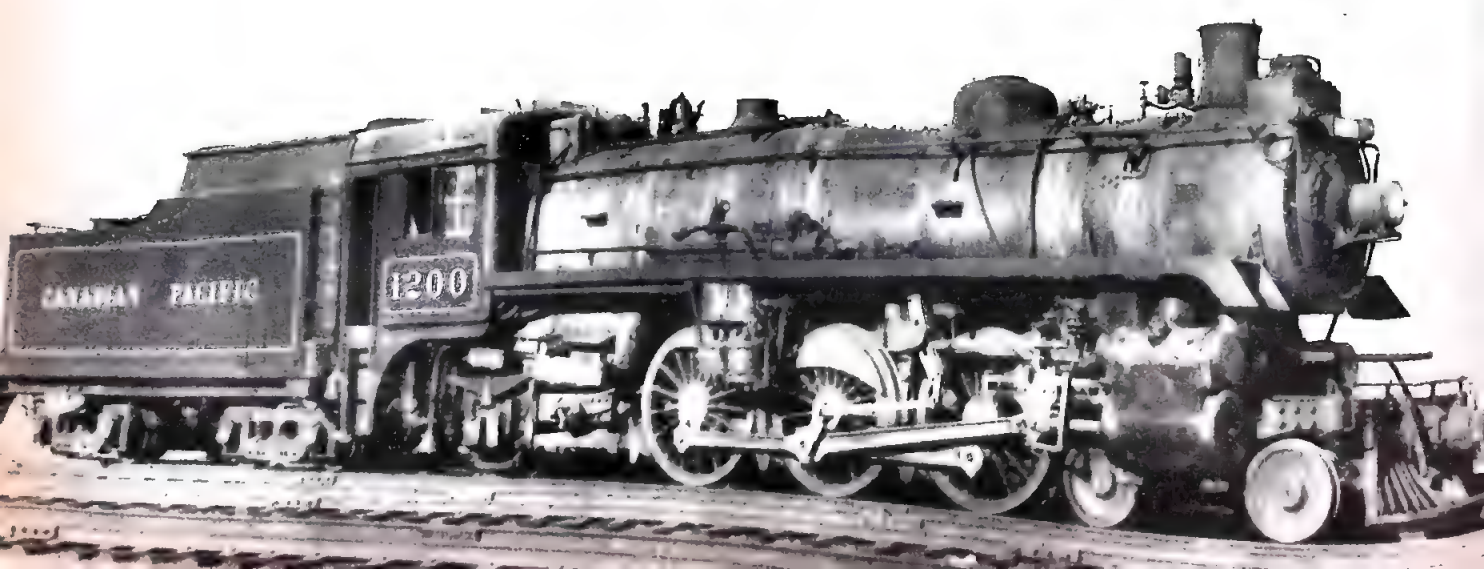
With no fewer than five G5's in service this year in the States and one more in Canada, it's not surprising that these engines could be "taken for granted", but it's an attitude that certainly doesn't do them justice. As a class, the G5's are very significant locomotives. They were among the last new Pacifics built in North America, but their basic design dates back to 1906 and the CPR's very first 4-6-2's.

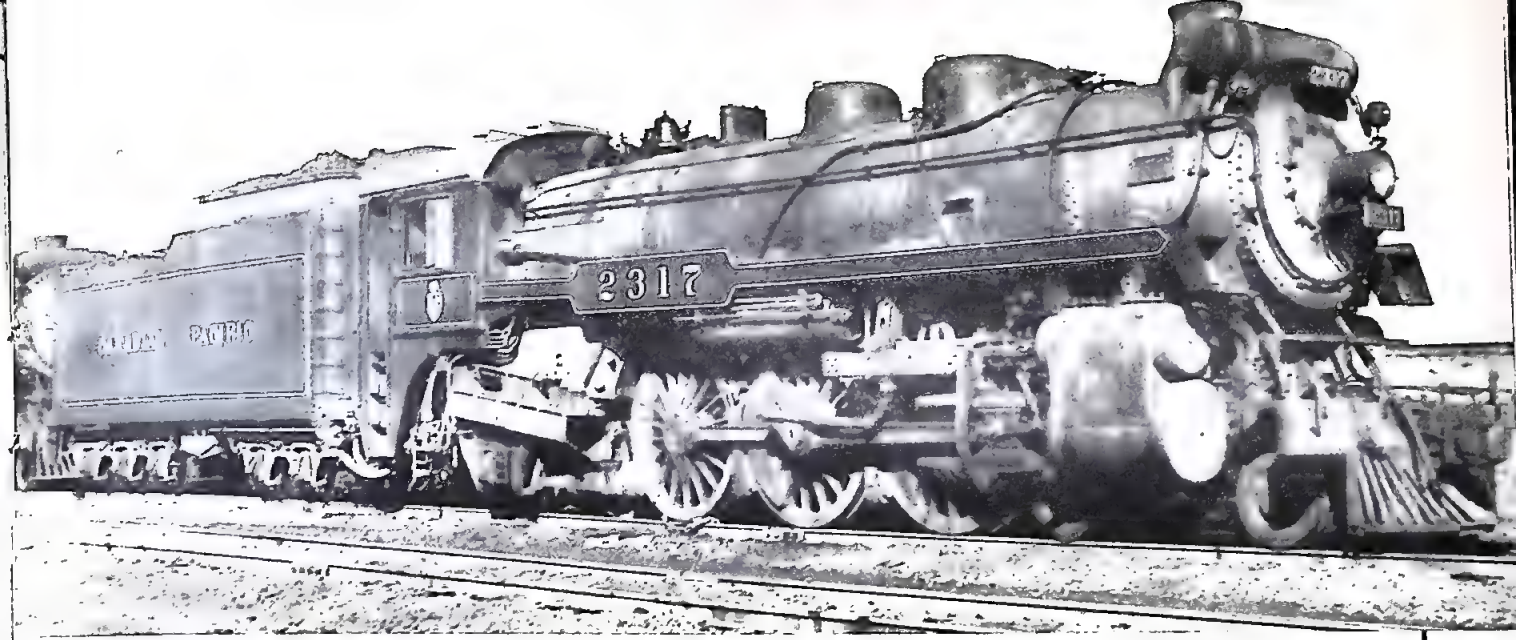
Back in 1906, the CPR tried out variations of two basically similar classes of Pacifics. The G1's (2200's) rode on 75-inch drivers, while the G2's (2500's) had 70-inchers. Virtually identical in size and weight (120 tons), each class was tried with 200 pounds of boiler pressure and big cylinders or 225 or 250 pounds of pressure and smaller cylinders. All the G1's worked out to 32,000 pounds of tractive effort, while the G2's had either 30,000 pounds or 34,000 pounds. With either class being light enough for most branch lines, the slightly more powerful G2's proved to be more suited to the CPR's needs than the speedier G1's, and over the next nine years 39 G1's were built (2200-2238) and 166 G2's (2500-2665) were rolled out.

As train weights grew during World War I, the CPR needed some bigger Pacifics, so in 1919 they again tried two similar classes on different driver diameters. Definitely heavy Pacifics, the G3's and G4's weighed about 160 tons. The G3's (2300's) had 75-inch drivers while the G4's (2700's) had 70's. Seeking a fast dual-service road engine this time, the CPR opted for the faster G3 for

THE CPR'S LAST PACIFICS were the G5's, first produced in 1944, which were modernized duplicates of the 1906 G2's—the different running board height and variations in stack and domes are the most noticeable external changes. The first G5, 1200, is shown at Winnipeg on October 24, 1959.

H. STIRTON, FELSTEAD COLLECTION





L.A. STUCKEY, FELSTEAD COLLECTION

THE 2317 HERSELF posed for this portrait at Broadview, Sask., on October 13, 1948, wearing the Lines West paint job with graphite smokebox and black boiler. The G3's, designed in 1919, were intended as fast passenger engines but ultimately thrived in dual service utilization.

systemwide service, while 18 of the more powerful G4's were built and assigned primarily to Lines West, although they did show up occasionally in Ontario and Quebec. Both the G3's and G4's were extremely handsome engines with husky lines and classic detailing. By 1926 there were approximately 50 G3's in service. (Interestingly, while the CPR considered its Pacifics "dual service" engines, they were designed simultaneously with similar-sized freight Mikados at each stage of development.)

The CPR's next significant venture in passenger power would be the H1a "standard" Hudsons of 1929. Ironically, the CPR had tried two small 4-8-2's (2900-2901) in 1914 that looked like stretched-out G2's, but they were never duplicated. Similarly, the two 4-8-4's (3100-3101) of 1928 remained the only examples of their wheel arrangement on the CPR, although they survived to the end of steam and are both preserved today.

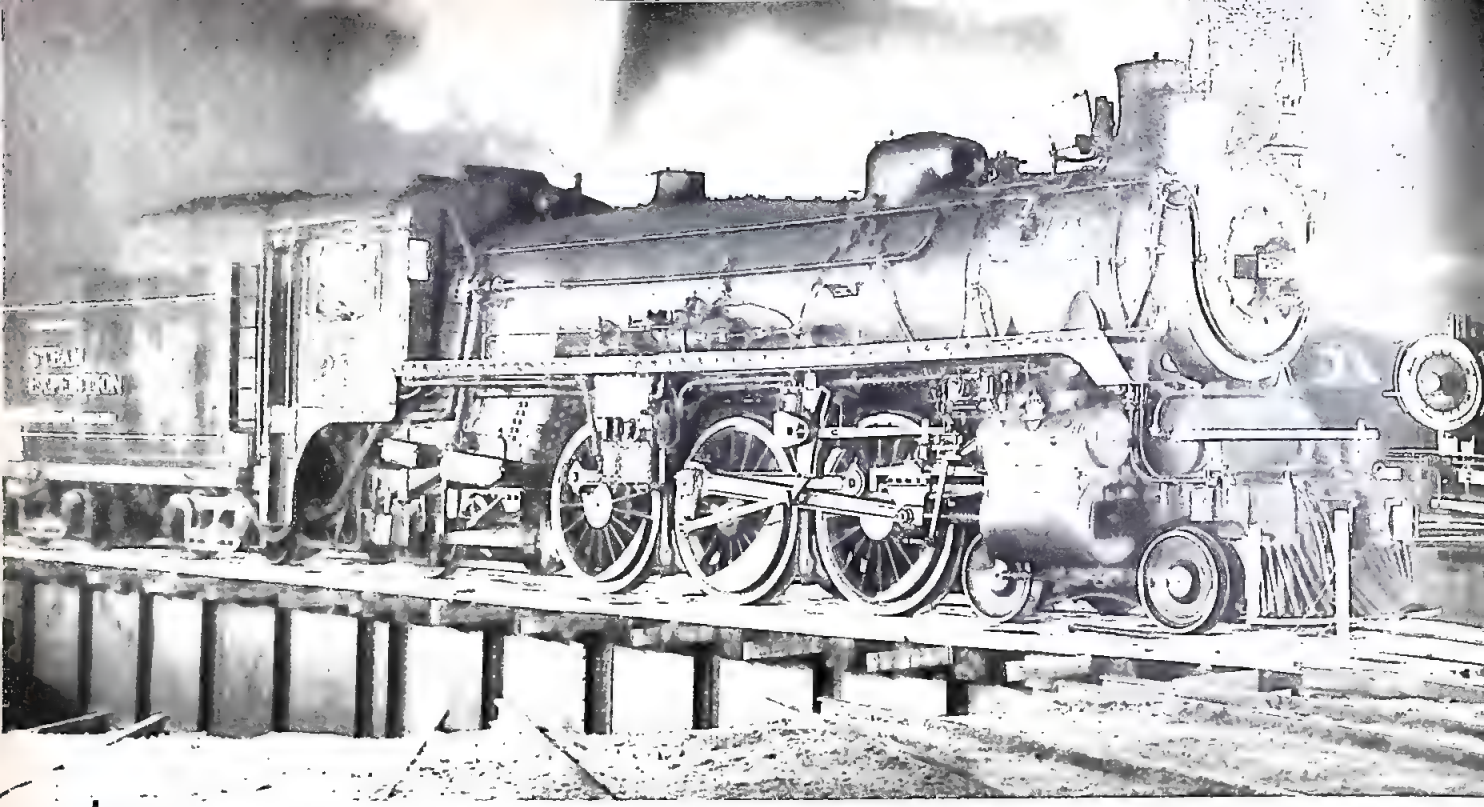
When the lightweight streamliner craze hit in the mid-1930's, the CPR's answer was five "semi-streamlined" Jubilee 4-4-4's (3000-3004) in 1936 with 80-inch drivers and extensive front-end shrouding. These were followed by 20 slightly smaller 4-4-4's (2910-2929) over the next two years with more modest skirting and what was to become the streamlined CPR "look". The Jubilees introduced the idea of steamlining to the CPR, and the concept came into full glory on the Royal Hudsons of 1937. The basic elements of the Royal Hudson streamlining were applied to the next order of big G3e Pacifics of 1938; these engines got running board skirting extended down to the pilot deck, smooth pilots and headlights recessed into the smokebox front. This same recessed-headlight "economy streamlining" was applied to all subsequent orders of G3's—over 120 engines—through 1948 and even to 69 P2 2-8-2's ordered from 1940 through 1948. Even the road's huge T1b 2-10-4 Selkirk's of 1938 received full streamlining like the Royal Hudsons, giving the CPR a streamlined image on all of its major road power.

Then came the G5's. After World War II the CPR saw a need to replace ancient 4-6-0's and 2-8-0's on branch assignments and some of the older Pacifics in commuter and main line passenger service. Adopting the design of the highly successful G2, the CPR incorporated much of the technology of the four intervening decades and produced a truly modern light Pacific. Retaining the 70-inch drivers and overall dimensions of the G2's, the G5's were actually lighter in

CHARLES T. FELSTEAD

THE 70-INCH DRIVERED G4'S were the least numerous CPR Pacifics and stayed primarily on Lines West. 2715 is shown at Souris, Man., in August 1955, but was one of two G4's regularly assigned out of Toronto. Postwar G3's were semi-streamlined like G3e 2361 at Brandon in 1948.

L.A. STUCKEY, FELSTEAD COLLECTION



weight. With a relatively high boiler pressure of 250 pounds and small 20″ x 28″ cylinders, the G5's matched the G2's 34,000 pounds of tractive effort and retained a good 4.5 factor of adhesion (that means they weren't slippery). But the most noticeable thing about the G5's was that they had shunned the recessed headlight and streamlining for the classic conventional look. They were very modern engines with their roller bearing engine trucks, generous lubrication system and front-end throttle with the linkage run through the handrails, but they carried the grace and style of the World War I era. The only quick way to tell a G5 from a G2 was in the absence of a steam dome.

The first two G5's, 1200 and 1201, rolled out of CPR's Angus Shops in Montreal in early 1944, the first locomotives to be completely erected there since the Depression. The 1201 was to be the last engine built by the CPR, although few suspected it at the time. The two new G5a's went testing systemwide, with the 1200 going west and the 1201 staying in the east. They were an instant success, and in 1945 and '46 Montreal Locomotive Works turned out 30 G5b's (1201-1231). In 1946 Montreal and Canadian Locomotive Company in Kingston each turned out 20 more G5c's (1232-1271), and Kingston wrapped up the production in 1948 with 30 G5d's (1271-1301). Although 1201 was the last engine built by the CPR, the last engine delivered to the CPR was Tlc 2-10-4 5935 in 1949.

About the only external differences among the G5 classes was in the variety of feedwater systems. The initial pair of G5a's had Worthington SA systems, while the G5b's and G5c's looked somewhat barren around the front with only Elesco exhaust steam injectors mounted on their left sides. The G5d's were quite distinctive in having coil-type Elesco feedwater heaters ahead of their stacks. (The only G5 to carry the traditional Elesco tube-type feedwater heater was Steamtown's 1278, which had the coil pack replaced with the horizontal tube "tank" ahead of the stack. Many of the earlier CPR Pacifics of all classes had the tube-type Elescos.)

Of course, the story of the G3's and G5's didn't end with the demise of steam on the CPR in June 1960. Although specific data on the last run eludes me, I wouldn't doubt for a minute that a G5 probably made one of the last runs if not *the* last. In 1964 and 1965, five G5's made their way into the hands of excursion operators in the U.S.A. F. Nelson Blount brought G5c 1246 and G5d 1293 to his Steamtown/Green Mountain R.R. operations in Vermont in the summer of 1964. Meanwhile, George Hart had purchased G5c 1238 and G5d 1286 from the CPR in Winnipeg in September 1963, and in November 1964 moved them to their new home on the Maryland & Pennsylvania in York, Pa. Blount brought G5d 1278 to Steamtown in the spring of 1965, about the same time he bought G3c 2317 from the CPR at Winnipeg. The 2317 was then moved to the Steamtown museum, departing Winnipeg on December 14, 1965, and arriving at Steamtown on January 14, 1966.

CPR G5 Pacifics

Class	Numbers	Builder	Year	Assigned
G5a	1200	CPR	1944	West
G5a	1201	CPR	1944	East
G5b	1202-1216	MLW	1945	West
G5b	1217-1231	MLW	1945	East
G5c	1232-1251	MLW	1946	West
G5c	1252-1271	CLC	1946	East
G5d	1272-1301	CLC	1948	West

Note: 1216 and 1231 had welded boilers.

From Blount's first firing of the 1293 in September 1964, it's doubtful that there's been a year since when at least one of the imported G5's hasn't been running. George Hart's Rail Tours, Inc., put 1286 into service on the Ma&Pa in April 1965 and had her out on a number of excursions on the Western Maryland over the next few years, once accompanied by his ex-CPR D10j 972. Hart got the 1238 fired up for the first time in August 1967 and leased the pair to Ross Rowland for High Iron Company excursions on the CNJ through February 1968, at which time the two engines were pulled out to provide emergency boiler service for a Reading, Pa., power company.

During this same time period, 1246 and 1293 become property of Blount's Green Mountain R.R. and worked extensively on the Steamtown service between the museum and Chester. The 1293 retained its CPR image, while the 1246 was lettered for the Green Mountain.

The "new" engine, 1278, became Blount's personal locomotive. She immediately had her coil-type feedwater heater replaced with the Elesco "tank" and had her front end "Americanized" with a Pyle headlight (complete with visor and number boards) and the bell overhanging the smokebox front in place of the CPR top number board. (The 1246 and 1293 later got varying degrees of the same headlight and bell treatment.) To go along with the changes, 1278 got a new number, 127, and had an elaborate Steamtown herald spread across her tender.

The 127 became a real boomer. In October 1966 she went to New Jersey to pull the first excursion for Ross Rowland's newly formed High Iron Company. She worked a number of trips on the CNJ before being replaced by

Hart's 1286 and returning to Steamtown.

When the Reading power emergency unexpectedly pulled Hart's two engines away on the eve of two February 1968 trips to Wilkes-Barre, 127 teamed up with Strasburg 2-10-0 90 for the High Iron runs, (see "Dutchland Decapod", RAILFAN September '78). In 1970 and '71 the 127 worked on the Cadillac & Lake City in Michigan when that road's little Mikado needed overhaul.

In August 1968 George Hart sold his two G5's to the Red Clay Valley Equipment & Leasing Co., who ran 1286 for the NRHS Labor Day convention in Baltimore. In May 1969 the pair doubleheaded an ambitious trip covering a circuitous route between Baltimore and Harrisburg on Penn Central lines. When shaking the grates too often and getting too much fire going in the ashpan caused burned grates on the 1286, the 1238 put on a spectacular performance handling the full 20-car train and the ailing 1286 all by itself from Holtwood to Harrisburg. The veteran Pennsy engineer who was running 1238 was astounded at how the little Pacific dug in while dragging the train through some fancy switchwork on a slight upgrade. He told George Hart that, "A K4 couldn't have done any better."

In late 1973 the Red Clay Valley group sold its two G5's to the newly formed Alleghany Central Railroad, a tourist operation run by Jack Showalter over the former C&O Hot Springs branch in Virginia. The engines were moved to Clifton Forge in February 1974, and both were given complete overhauls in the following year. The 1286 made the opening runs for the Alleghany Central in May 1975, while the fully-serviceable 1238 was put into white-lead storage.

Nelson Blount's death in an airplane crash in August 1967 left his business arrangements with Steamtown and the Green Mountain somewhat tangled. The 1246 and 1293 emerged from the estate as Green Mountain property, while the 127 remained a Steamtown engine. In July 1973 Steamtown bought the two G5's, and the Green Mountain sold its one remaining steam engine, CNR 2-6-0 89, to Strasburg.

The 127's last off-property venture came in April 1973 when she was put through the D&H Colonie Shops to receive a D&H paint job and elephant ears to help her celebrate the D&H Sesquicentennial as "D&H 653". She doubleheaded with ex-Reading 4-8-4 2102—extensively reworked with elephant ears, recessed headlight and D&H detailing as "D&H 302"—on the Sesquicentennial trip from Albany to Montreal and return. The "653" returned to Steamtown and spent the 1973 season in her D&H garb.

For the December 1973 Winter Spectacular trip to Rutland, 1246 shed its Green Mountain lettering to emerge as Rutland 82, teamed up with D&H 653 for that one trip. For the 1974 season, 1246 went back to CPR

CPR PACIFICS HAVE BEEN well preserved in the U.S. The first G5 to steam in the States was Nelson Blount's 1293 in September 1964, and that same engine powered the Vermont Bicentennial Steam Expedition. She posed for night photos at the 1976 Steamtown Railfan Weekend (**left**). Steamtown's 1278 boomed all over the East as 127 and was given elephant ears and D&H number 653 for the D&H Sesquicentennial trip in 1973 (**above**) before returning home to get her original number and CPR lettering back. The restoration of 2317 was an unexpected bonus for 1978 and delighted all the paying customers at the Railfan Weekend. She's shown (**below**) on a runby in Bellows Falls.

RAILFAN: BILL SCHAUMBURG

CANADA'S ONLY OPERATING G5 is the Ottawa Museum's 1201, the last CPR-built locomotive, which has been making regular weekend runs over a picturesque CPR branch between Ottawa and Wakefield, Que.—a superb operation that will apparently not be continued in 1979. The Alleghany Central, which operates a portion of the former C&O Hot Springs Branch near Covington, Virginia, has G5's 1286 and 1238 serviceable. Both were posed for photographers on October 15, 1978 (below), at Covington to welcome the *Chessie Steam Special* as it passed through on a ferry move.

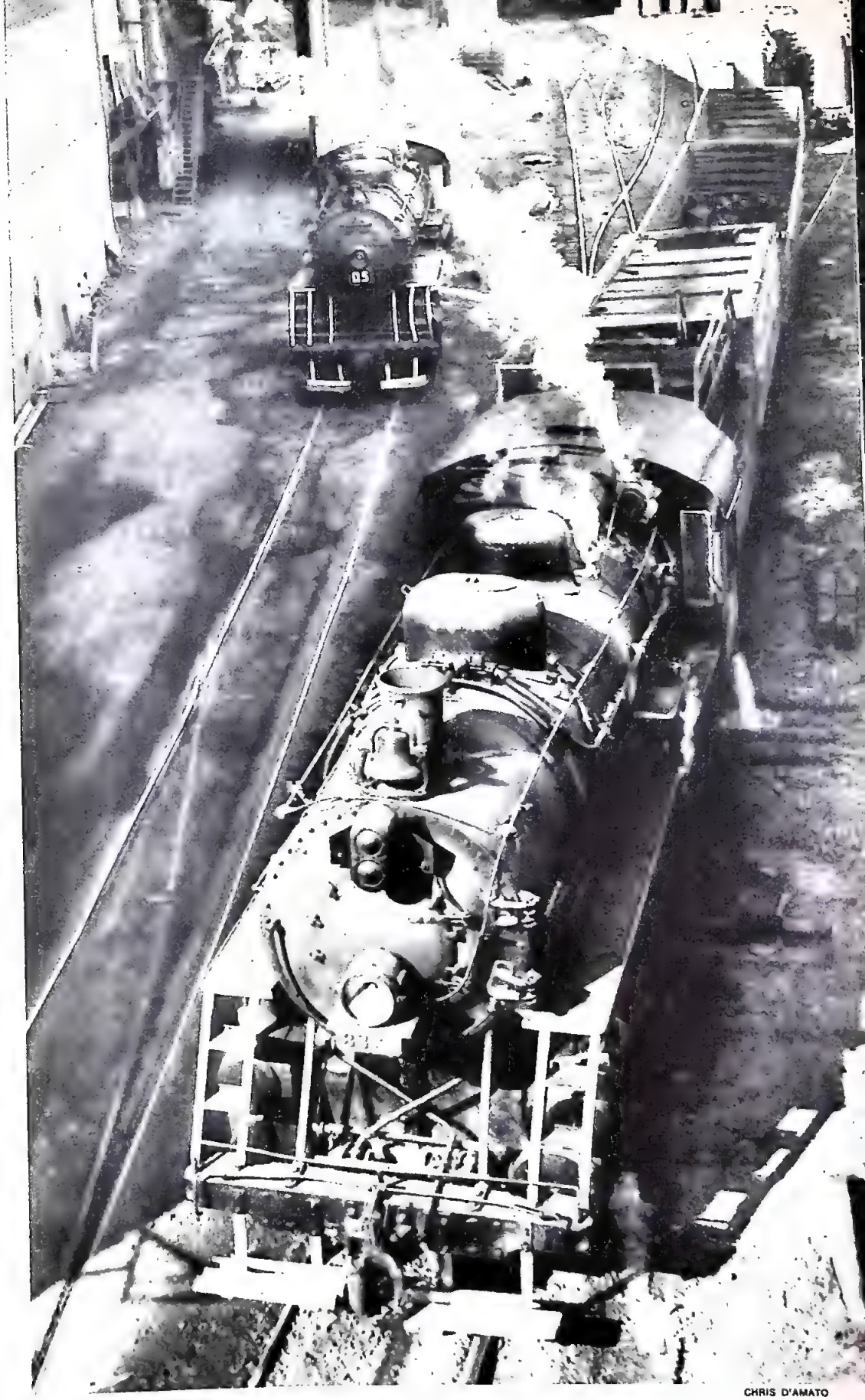
livery, and 127 got her old number back and has run ever since as CPR 1278.

1975 brought a great deal of activity to Steamtown with the anticipation of the Vermont Bicentennial Steam Expedition. State funding contributed to extensive upgrading of trackage on both the Green Mountain and Vermont Railway to permit Bicentennial steam trips to be operated to various points along the two lines. As we mentioned previously, the big CPR G3 Pacific, 2317, was slated to be the VBSE power, and an extensive restoration was begun. As the economy tightened and the State was reappraising its commitment to the VBSE. work slowed on the 2317, and it was the 1293 that got the assignment to pull the train. The 1293 got a dark green boiler jacket, yellow striping and the Bicentennial herald on the tender and worked the summer of 1976 on an astounding daily schedule involving trips to Burlington, Rutland and North Bennington.

On Railfan Weekend, October 30, 1976, Steamtown had all three G5's under steam together and ran a triple-header trip to Chester and set up the first of their three-engine night photo spectaculars (RAILFAN, Spring '77). That year the 1286 was running on the Alleghany Central, making a total of four G5 s in service in the U.S.A. Additionally, the last steam engine built by the CPR, G5a 1201, had been turned over by its owner, the National Museum of Science & Technology in Ottawa, to the crew of the Ontario Rail Association to be overhauled in the CPR's John Street roundhouse in Toronto. The 1201 made her test runs in May 1976, and that year relieved ORA's CPR 4-6-0 1057 on the museum-sponsored weekend runs between Ottawa and Wakefield, Quebec. Restored to fully authentic CPR detail and livery, 1201 made the regular runs to Wakefield and other area excursions over the 1977 and 1978 seasons. The 1979 season is in doubt, however, since the CPR has indicated that they will not renew the agreement for the Wakefield runs.

So there we have it. In 1978, for the first time since the CPR killed steam, all six of the preserved G5's have been operating in the same year, and the G3 was thrown in as a bonus. The modern little Pacifics that the CPR saw as a solution to its branch line and light passenger problems have proven to be just the ticket for tourist railroads and main line excursions in the era of Amtrak, VIA and Conrail. It's comforting to know there's still at least one class of steam locomotives numerous enough to be taken for granted.

CHARLES F. BUCCOLA



STILL SERVING STERLING, the ex-GTW 0-8-0's of the Northwestern Steel & Wire Co. in Sterling, Illinois, are the last surviving steam locomotives in regular freight or industrial service in the U.S. The two working engines on this July 1978 morning were side-by-side under the Avenue G bridge, the best place to photograph the action. NS&W requires photographers to sign a release to shoot around the steel mill, but you won't get hassled if you shoot from the bridge on weekends when passes aren't available. Every year they survive, the 0-8-0's become a more remarkable phenomenon.

CHRIS D'AMATO

Photo Line

JOHN F. MARTIN

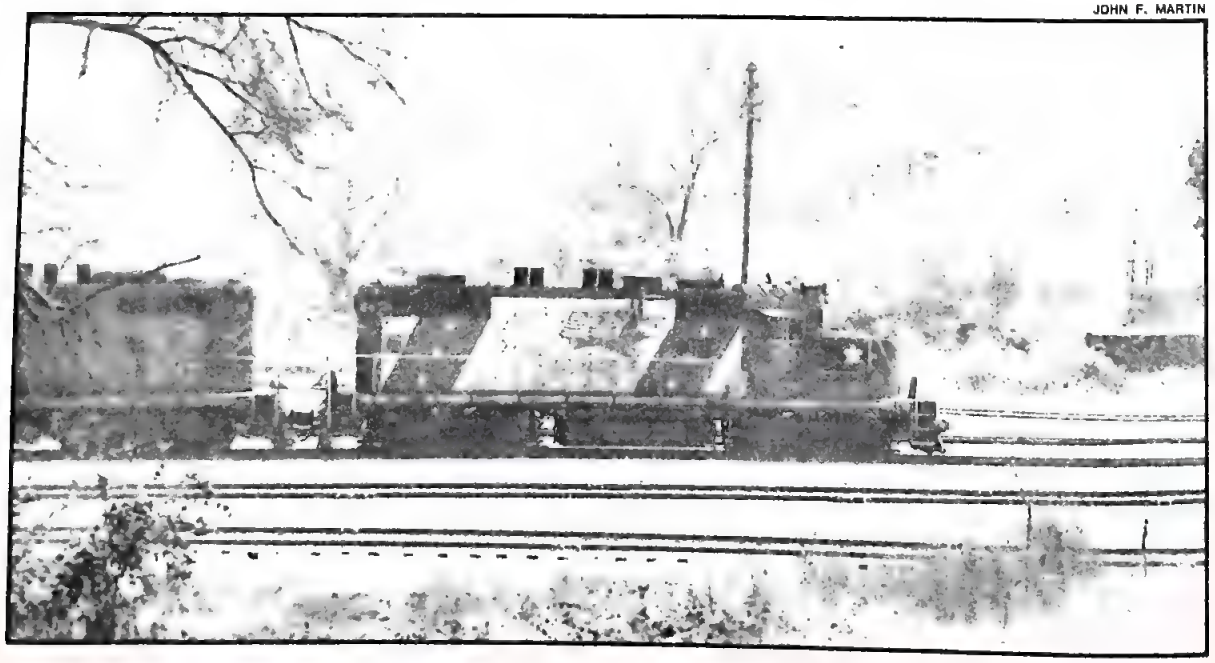
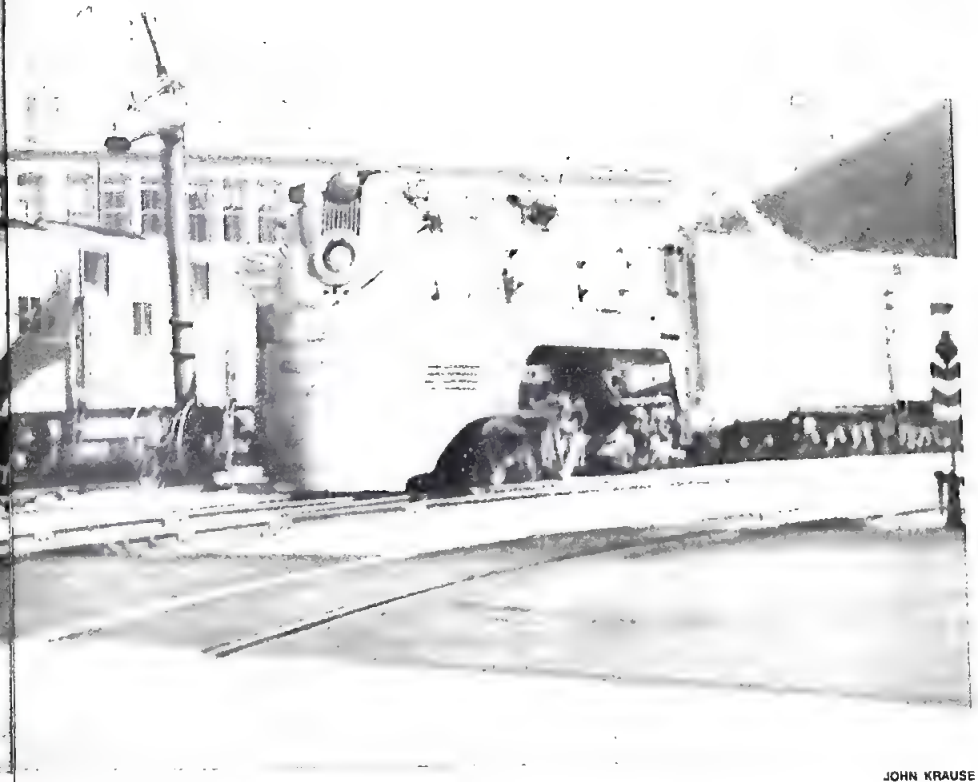


Photo Line

RED, WHITE AND BLUE—with an accent on the white—Missouri Pacific 1976, one of their two Bicentennial GP18's, rolls into Little Rock, Arkansas, in an unusually heavy snow.



JOHN KRAUSE

THE WEST END of the Milwaukee Road depot in its namesake city was a great place to be in September 1948. About 2:15 on a sunny afternoon, No. 101, the *Afternoon Hiawatha*, which has just raced up from Chicago behind a pair of E7's, is about to depart for Minneapolis. Streamlined 4-6-4 101 will follow with No. 47 for Madison. Care to bet that the little SW1 over at the side outlived both the Hudson and E7's?

ALSO A MILWAUKEE SCENE in spite of the C&S SD40-2 in the lead, is this shot of Milwaukee Road empty coal train 287 howling past Lake Tower on the south side of town. BN units are pooled on the coal trains out of Gillette, Wyo., that are handed over to the Milwaukee at Council Bluffs, Ia., for forwarding to the Wisconsin Electric Power plant in Columbia, Wis. This train is taking the empty WISX hoppers back for loading.

CHUCK FREY

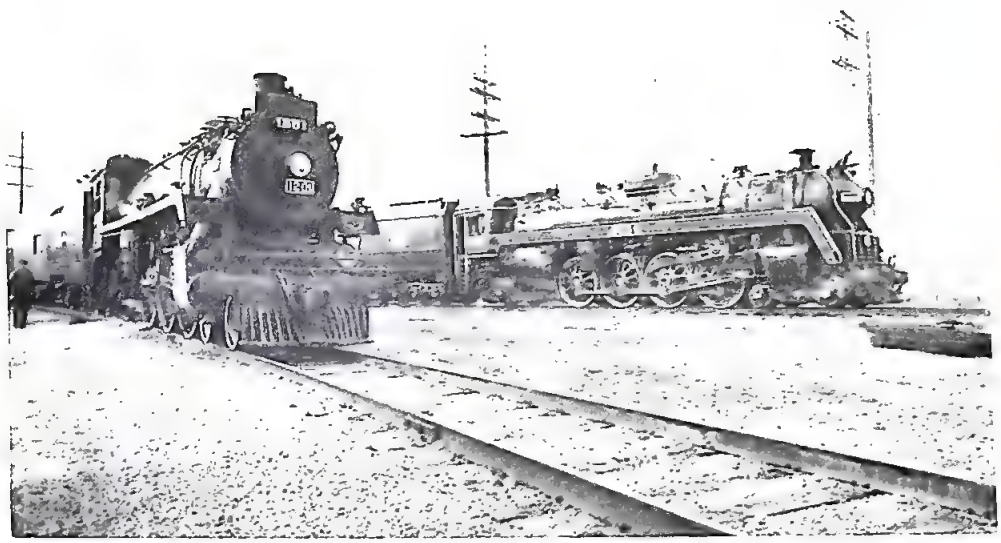
ONE OF THE LAST runs for a Santa Fe "motor" was the Waynoka to Buffalo, Oklahoma, branch which was populated by M.126 well into the early 1960's. Built by Electro-Motive Company in March 1930 as a gas-electric, the M.126 was re-engined with a Caterpillar diesel in 1952. In September 1960 the Pullman green with red-and-yellow face M.126 pauses at the mid-point of the Buffalo branch, Freedom, Okla., in front of a classic Santa Fe yellow rural depot.

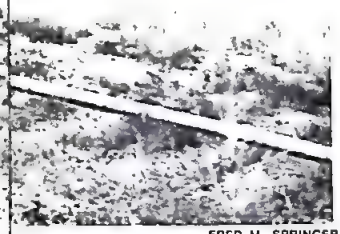
NOEL PHILLIPS

THE LEHIGH & HUDSON RIVER leased a set of RF&P F7's to ease a power shortage in 1965, a situation that resulted in this scene of an A-B-B-A set of the blue-and-grays rolling southward over the NYS&W diamond at Sparta Junction, New Jersey. The L&H never had a "covered wagon" nor an EMD of its own, just RS3's and C420's.

Photo Line

MARC S. BALKIN





FRED M. SPRINGER

EASTERN CANADA'S WEEKEND RAMBLERS got together on October 8, 1978, at the National Museum of Science & Technology in Ottawa. CNR 4-8-2 6060 had just completed two seasons of Toronto-Niagara Falls weekend runs and was in Ottawa on a post-season fan trip from Montreal. The Museum's own CPR G5a 4-6-2 1201 had wrapped up a comparable schedule weekend runs from Ottawa up a CPR branch to Wakefield, Quebec. On October 8, 1201 was under steam between its last run to Wakefield and a CNR trip the next day to Barrys Bay. Both engines share a common plight for 1979: the 6060 will likely not return to the Niagara Falls runs, and the CPR would not renew the agreement with the Museum for the Wakefield operation. It's a sad prospect for two fine engines.

THERE'S NO MISTAKING the USRA heritage of New York Central Mikado 1871 as it rolls an abbreviated southbound over the Raquette River bridge at Potsdam, N.Y., on October 18, 1951 on the Massena to Watertown line.

JOHN F. MINKE III

Spring floods and detoured trains produced some very interesting railroading on the Central of Georgia at Weems, Alabama, on April 4, 1948.

CENTRAL OF GEORGIA

by Frank Ardrey, Jr.

In the years before DC6's and Lockheed Constellations, *the* way to get to Florida in the winter was by train, and the railroads that covered the snow-to-sun territory went after the business with enthusiasm. Back in 1948 the Central of Georgia was still a strong independent railroad, and it teamed up with the Illinois Central and Atlantic Coast Line to offer a fine route from Chicago to Florida via Birmingham, Alabama.

The "all year to all Florida" train on the route was the *Seminole*, a traditional heavyweight with Pullmans, coaches and diner working on a two-nights-and-a-day schedule, passing through Alabama in early afternoon. The IC would bring No. 9, the southbound *Seminole*, into Birmingham as one heavy 25-car train behind a powerful 4-8-2 and hand it over to the Central of Georgia to be split into two sections and forwarded through the hills and piney woods to Albany, Georgia, and the ACL. The *City of Miami* in 1948 was a racy little coach-only (but with superb diner and tavern-lounge-obs) streamliner behind a single E6 that zipped over the same run eight hours faster to Jacksonville (25 hours versus 33).

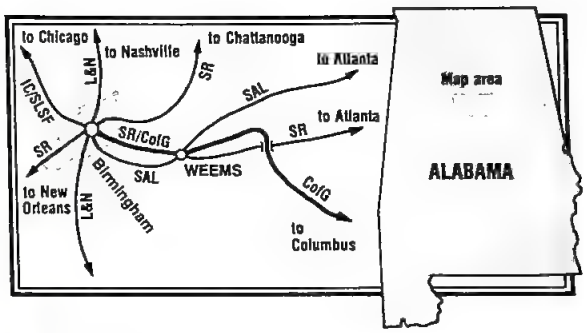
Filling the gap between the plebeian coach streamliner and ponderous if proper *Seminole* was a winter-season-only fast all-Pullman heavyweight known as the *Sunchaser*. Its schedule was roughly comparable to that of the *City*, but it offered bedrooms instead of coach seats. Like the *Seminole*, this train was entrusted to one of the CofG's lanky 4-8-2's or beefy 4-8-4's (the 4-8-4's were built by Lima during World War II and are War Production Board mandated copies of Southern Pacific GS2's).

All of this brings us to a beautiful spring day, April 4,1948. Spring rains have put rivers down in Georgia over their banks causing extensive delays in train movements, and the lower end of the Pennsy-L&N-ACL *South Wind* route to Florida is out of commission. The *South Wind* will have to be routed via the CofG *Seminole* route. The best place to catch the action is Weems, Ala., where the CofG-Southern main out of Birmingham splits to become the CofG's route to Columbus, Ga., and the Southern's line to Atlanta. It's right where both cross under Seaboard's Atlanta-Brimingham main (Weems is now called Norris Junction). The usual two sections of No. 9 are reasonably close to schedule, but spliced into the parade of green-flag-toting varnish are the *Sunchaser* and *South Wind*, both about twelve hours off schedule. Join us at trackside and enjoy the action.

Four Sections of Number 9

FIRST NUMBER 9 has the local coach and head-end section of the *Seminole* behind 4-8-2 473. It's just entering CofG track as it passes under the Seaboard on the bridge in the background.

PHOTOGRAPHY: FRANK ARDREY, JR.



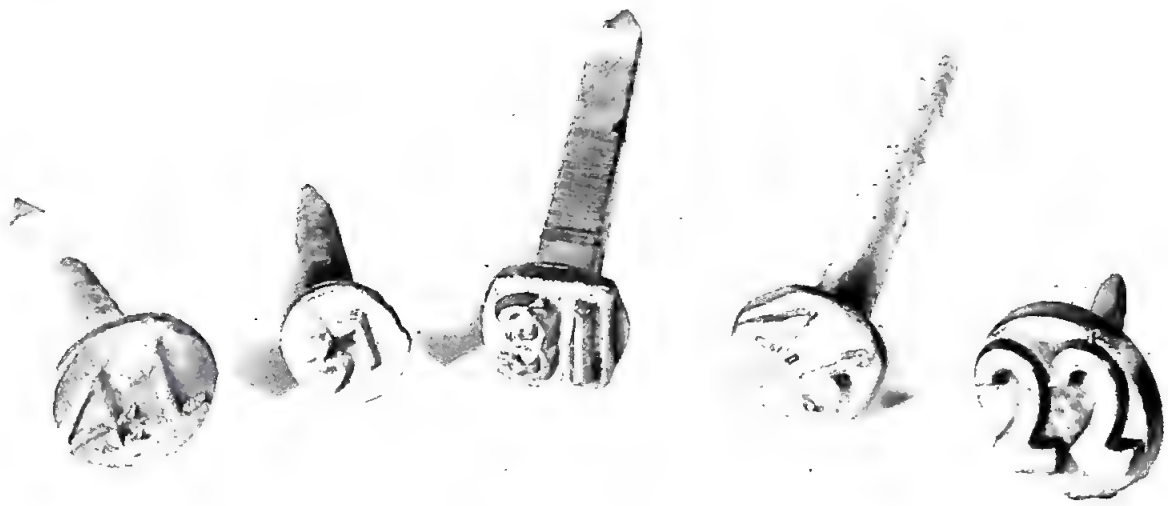
SECOND NUMBER 9 is the all-Pullman *Sunchaser* running about 13 hours late and entrusted to 4-8-4 455, one of the CofG's "Big Apples", a wartime copy of the Southern Pacific GS2's.

THIRD NUMBER 9 is the regular Florida section of the *Seminole* behind another 4-8-4, the 452. The three tracks are left-hand-running main lines with passing track in between.

FOURTH NUMBER 9 is the PRR-L&N-ACL *South Wind* running the detour. Trim and trusty CofG 4-8-2 488 looks good on the stainless steel consist of the new streamliner.

Collecting Date Nails

by Glenn Wiswell



THERE'S MORE TO DATE NAILS than just different numbers. The "41" nail is steel with raised lettering and comes from the St. Johnsbury & Lamoille County, while the "37" is a copper nail from the Milwaukee Road. The size of the nail has nothing to do with the size of the railroad, either; the massive steel "31" with square head is from the tiny Rahway Valley in New Jersey, while the similar-sized "46" is from the Santa Fe (the pentagon shaped head indicates a re-used tie). The short and fat cast iron "22" nail with raised lettering is from far away New Zealand.

Although few railroads actively use them any more, date nails can pin down history and make intriguing collector's items if you know what to look for.

The hobby of collecting "date nails" is growing fast throughout the United States and, indeed, the world, and there's good reason why. It appeals to young and old because of its apparent simplicity. To get started, one needs simply to walk down almost any railroad track - preferably little-used or abandoned - and look for the numbered heads of the nails that are driven in the ties. Usually they are dead center between the rails but may be off center and even driven outside the rail. Occasionally, on some railroads, they were driven in the ends or sides and even on the bottom, which limits their search to discarded ties.

Around 1899 (much earlier in Europe), railroad management became acutely aware of the high cost of replacing worn and rotting ties and took measures to keep records of their tie replacements by dating each tie. Branding, stamping, painting and other methods were tried, but the best and most efficient method evolved to be the use of a date nail. This is simply a rather short nail with the year shown on the head in either raised or indented figures.

Most beginners start by trying to get one nail for each year from 1900 to date. But keep a record of where you find your nails. Soon you will notice a difference in the style of the number or the shape of the head or shank. It is interesting to try and get "complete sets" of every nail used by a particular railroad.

Each railroad ordered its own supply of nails to its own specifications, and this is where the lure of date nail collecting becomes apparent. Date nails are found in a wide variety of head shapes (round, square, oval, pentagon, etc.), length (¼" to 3"), shafts (round, square, tapered, two-pronged, etc.), material (steel, cast iron, copper, aluminum and even plastic) and type style as well as raised and indented numerals.

THIS "POTOSI 32" stubby copper nail is from the Potosi Tie & Lumber Co.

The Santa Fe generally used round nails for most of its ties, but when they took up a tie from an abandoned roadbed and re-used it on another line they would insert a five-sided nail with the date of its second use. When a tie of this kind is found, you get two date nails from one tie. The Buffalo, Rochester & Pittsburgh Railroad drove two nails into its ties from 1911 to about 1933, one showing the date and the other with a letter to show the kind of wood (A for Ash, B for Beech, RO for Red Oak, etc.). Some railroads, such as the Great Northern from 1904 through 1911, would use one nail with both a letter and number, such as P5, to indicate a pine tie laid in 1905.

Some railroads never used date nails to mark their ties, while others used them only in rather short "test sections." If you don't find any on your first search, don't give up, just look on some other line.

Utility companies also occasionally used date nails in their poles, and some of the

treatment companies that furnished ties and poles would use a monogrammed nail showing their trademark and date.

The use of date nails seemed to peak during the 1920's, 1930's and 1940's. Many railroads discontinued their use during the World War II years of 1942-1945. (New Zealand used date nails in their ties - called sleepers - from 1904 to 1927 except during 1918, probably because of World War I.) Most companies stopped using date nails completely by the middle 1950's, with only a handful still using them presently.

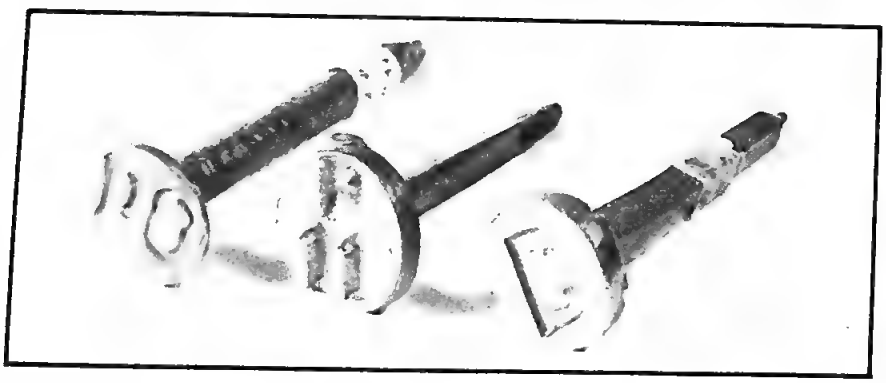
Obviously, if any date nail or other marking device is found in a tie or pole that is still in use, it should not be removed unless you have ascertained that records are no longer maintained and you have received permission from the owner. This warning is not difficult to heed because permission is almost invariably given, and the oldest and best nails are found "over the banks" and in other discarded ties and poles. A metal detector and magnet are of great help to the avid collector.

In 1970 a group of nail collectors formed the Texas Date Nail Collectors Association. This non-profit group has had over 700 members throughout the United States and even has members in Canada and one in South Africa. Its address is 1517 Lotus Lane, Lufkin, TX 75901. Dues are $10.00 a year, which includes a subscription to the bi-monthly magazine *Nailer News*.

Four books have been written on the subject of collecting date nails, the most recent of which is a 352-page book called *Date Nails Complete*, written by John Evans and myself (available from WESIS Publications "N", 29 Meadowbrook Lane, Cedar Grove NJ 07009; soft cover is $15.00 and hard cover is $22.00), which contains photographs of over 4,200 different date nails with a description and price. Most nail collectors do not buy or sell their nails but rather trade them in person or through the mail. Much money does; however, change hands at their semi-annual conventions.

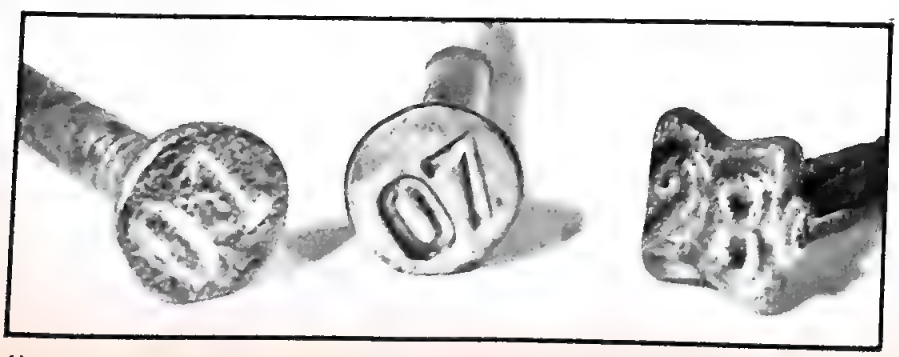
The next time you're walking along an old railroad track or you see a weatherbeaten pole, look it over. You may just get hooked on this hobby of collecting date nails. But don't get into it if you want to make a fast buck. The money you spend on gas looking for that special nail will almost never be recovered in cash, but rather in the feeling of elation and satisfaction you will get from adding one more different nail to your collection.

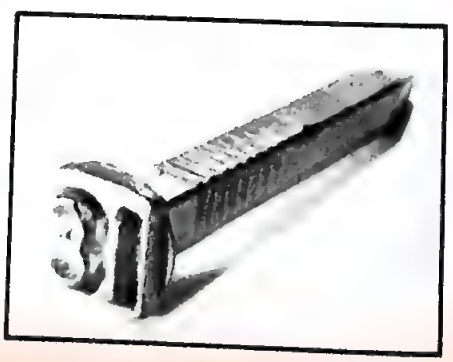
PUBLISHER HAL CARSTENS dug out a "41" nail from this rotting tie at the abandoned junction of the L&NE and NYS&W at Hainesburg, N. J., en route to photograph the nearby DL&W viaduct.



THE "PO" NAIL indicates a "Pin Oak" tie of the Buffalo, Rochester & Pittsburgh R.R., while the "P/11" is a Pennsylvania R.R. nail indicating a Pine tie of 1911. The "B" is a German nail. The steel "01" is a rare 1901 Rock Island nail, and the clean "07" is a copper Milwaukee Road nail. One of the more interesting shapes is the "bow tie 28" from the Illinois Central R.R.

THE AUTHOR'S BOOK *Date Nails Complete* is a good reference for any serious collector. The marks on the shank (below) are often a clue to the nail's origin. The book shows variations.





The Central Vermont

by Scott Hartley

Excellent track, first generation diesels and an independent spirit make the CV a dynamic property.

PHOTOGRAPHY: SCOTT HARTLEY, EXCEPT AS NOTED.

FIRST GENERATION POWER and New England scenery typify the Central Vermont. Southern Division freight 743 rolls north near West Willington, Conn., behind former passenger Geeps in 1978.

New England has always offered a great deal for the railfan. The Central Vermont Railway is often passed over in favor of BAR's exotic motive power, MEC's beautiful scenery, or P&W's independent spirit. Visitors and local fans alike frequently dismiss the CV as merely an arm of the Canadian National, and, as a result, miss out on one of the more interesting railroads in the East.

The 353-mile Central Vermont stretches from northwestern Vermont all the way to the Connecticut coastline, owning track in three states and operating trains in five states and one province. And rather than serving as just another part of the far-flung CN system, Central Vermont has an independent and aggressive local management, whose leadership has resulted in impressive operations and profits.

CV is owned by the Grand Trunk Corporation, a Canadian National U.S. subsidiary that owns CV, Grand Trunk Western, and Duluth, Winnipeg & Pacific. CV officials report to GT Corporation bosses at the Detroit headquarters. GT Corporation executives in turn answer to CN officials. The intertwining relationships continue: For example, CN's chief executive officer also sits on CV's board of directors. However, CN has given a great deal of management and operational freedom to its American subsidiaries in the past couple years, and CV's individual color and interest are happy results. Central Vermont's management, headquartered in St. Albans, is led by General Manager Phillip C. Larson. Larson, 38 years old, is an up-through-the-ranks railroader, starting with the Pennsy in 1963. After stints with the GTW and DW&P, Larson came to the CV in March 1977. He and his local manangement team have worked out pool arrangements with connecting lines, initiated a new TOFC fast freight, and attracted several new on-line customers. The CV never neglected its right-of-way, and track upgrading remains a top priority. And even while putting a good portion of revenues back into its physical plant, the railroad still hands over a profit to its parent.

Geography

The Central Vermont Railway begins on the west shore of Lake Champlain, with a CN connection at East Alburg, Vermont. No interchange is made here, and the corporate transition is not apparent. North of East Alburg, the line is CN; south, it's the CV. Central Vermont's single-track, manual block mainline features clean white stone ballast most of its length. Following the CV south,

CROSSING LAKE CHAMPLAIN on the East Alburg trestle, to SW1200's lead local 539 north to work interchanges at Cantic, Quebec, and Rouses Point, N.Y.

the tracks immediately cross a half-mile-long wooden pile trestle bridging Lake Champlain.

Maximum speed on the trestle is five miles per hour. The wood structure is susceptible to both fire and damage from winter ice movement. The railroad performs "fire-breaking" work each year, and metal sheathing has been added to some of the pilings. Most recently, a bubbler system was built alongside the trestle to keep the surrounding water from freezing.

The CV travels in a southeasterly direction to Swanton, swings south, past the Lamoille Valley (former St. Johnsbury & Lamoille County) connection at Fonda Junction, and into St. Albans.

The road's headquarters, major classification yard, dispatcher's office, main shops and roundhouse are all in St. Albans. In addition, the 27-mile Richford branch cuts off the main in a northeasterly direction, following the Missisquoi River to connections with the Lamoille Valley at Sheldon Junction and Canadian Pacific at Richford.

From St. Albans, the main line follows a generally southeasterly path, cutting across the state to White River Junction. At Essex Junction, 24 miles south of St. Albans, the eight-mile Burlington branch leaves the main, passing through a tunnel and connecting with the Vermont Railway at Burlington, the state's largest city, as well as serving the industrial cities of Winooski and Essex Junction.

The 32 miles between Essex Junction and Montpelier Junction follow the Winooski River and make the climb over the Green Mountains, penetrating the range in the security of the river valley. At Montpelier Junction, about a mile out of Vermont's capital city, the line passes the junction with the 14-mile Montpelier & Barre. Part of the M&B is a former CV branch.

Beyond Montpelier Junction, the line swings south, climbing through Northfield, at one time the headquarters of the Central Vermont. At Roxbury the route comes alongside a branch of the White River, following it downhill all the way to White River Junction, rolling through the picturesque towns of Braintree, Randolph, Bethel and South Royalton. Between West Hartford and White River Junction, the CV crosses the White River on a high steel trestle.

The Junction, at one time a CV and B&M railroad town, is only a shadow of its former self. Most trains through WRJ today are run-throughs, and the yards see little use. Three stalls of the CV roundhouse are now leased to United Railway Supply & Service, which uses the facility for rebuilding Massachusetts Bay Transportation Authority commuter coaches. The other three stalls are utilized for storage.

South of White River Junction, the CV and B&M share trackage south to East Northfield, Mass., on the joint Connecticut River Line. Central Vermont owns the first 13 miles to Windsor, where the line becomes B&M trackage. The Connecticut River is crossed south of town, and the joint line follows the New Hampshire side of the river for 25 miles. The tracks cross back to Vermont at Bellows Falls, once again following the west side of the river.

At Brattleboro, 24 miles south, the line becomes the Central Vermont's Southern Division. The CV has a yard, office and small engine facility south of town. The trackage enters Massachusetts ten miles south of Brattleboro, at East Northfield. Here the two railroads diverge, with the B&M continuing south along the river to Springfield, Mass.

The Central Vermont crosses to the east side of the Connecticut River south of East Northfield. At Millers Falls the CV briefly parallels and passes over B&M's east-west Boston-Mechanicville main line before heading south. From Norwottuck to Canal Junction, 8.3 miles, B&M has trackage rights over the CV, a link of B&M's old Central Massachusetts line from Northampton to Wheelwright. An occasional local covers the branch.

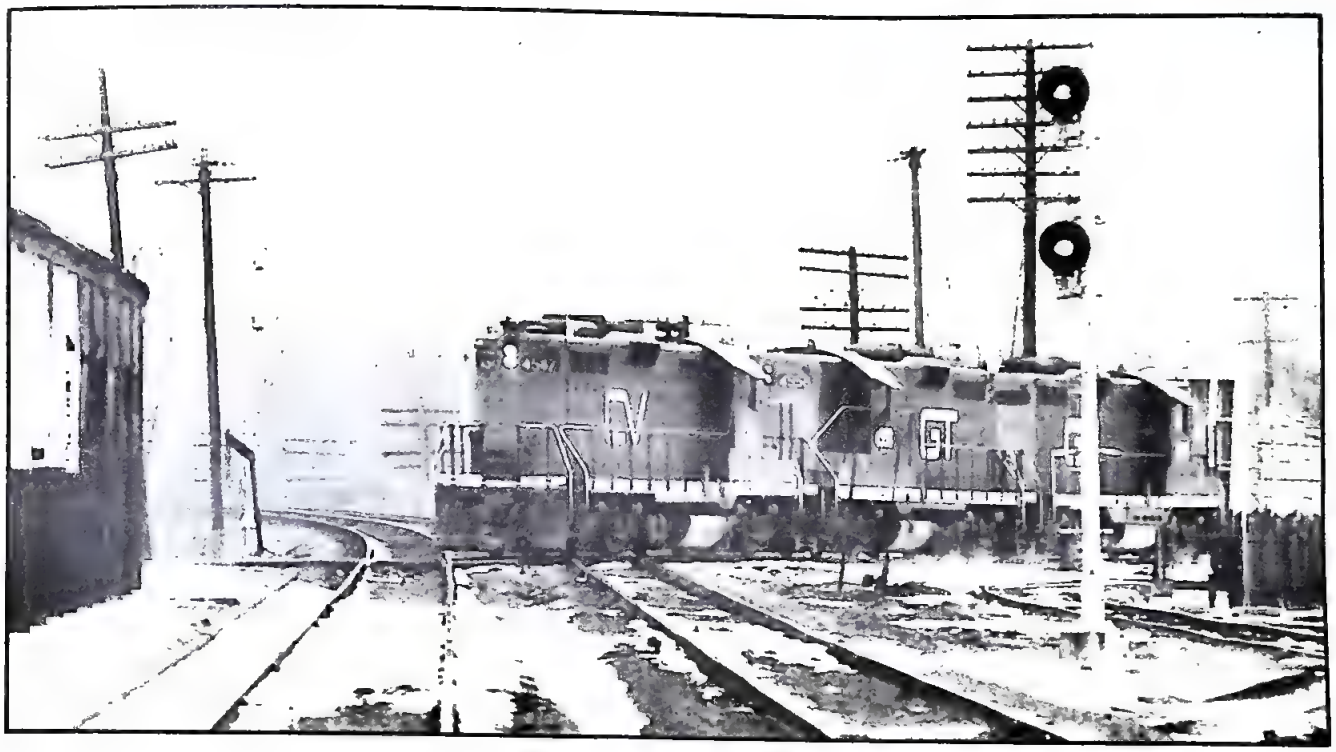
Palmer, where the CV crosses Conrail's Boston & Albany line, is the focus of operations of the Southern Divison. Central Vermont has offices, a small yard and a new piggyback terminal at Palmer.

A few miles south, the line enters Connecticut, serving many of the small towns in the eastern part of the state. Connection is made at Willimantic with the Providence & Worcester, which comes into town on an ex-PC, ex-NH branch Conrail wasn't interested in operating. P&W plans to upgrade this line, and CV hopes this trackwork will increase the amount of interchange between the two roads.

Near Yantic, a two-mile line to Fitchville branches to the west from the main; it has been out of service for a few years, and CV has filed abandonment applications. A three-mile branch at Montville sees occasional service, providing access to a nuclear power facility.

The Central Vermont terminates in the seaport of New London, making a final con-

ITALY YARD IN ST. ALBANS is the northern focal point of the CV. Mixed CN and CV power (top) work the trains between St. Albans and Montreal. EMD switchers do most of the yard work (above), but St. Albans is also home for the CV's last Alco switcher, 8081 (below).



nection with Conrail, which operates in the city over Amtrak's former-NH Corridor line. New London features pier trackage, offices and a small yard and enginehouse.

Virtually all of CV's main line is easily accessible by roads, with many miles of trackage paralleled by state and Interstate highways. The states of Vermont, Massachusetts and Connecticut distribute highway maps that also show rail lines. However, be warned that chasing the CV is usually impractical. All freights keep to maximum speed, and even locals often leave pursuers struggling to catch up to the caboose.

The Grand Trunk

CN's other New England entity, the Montreal to Portland, Maine, Grand Trunk Railway, has 172 miles of track in Vermont, New Hampshire and Maine. Officially the line is CN's Berlin Subdivision, and not part of the Grand Trunk Corporation. The name dates back to the grandiose plans of 19th century railroad builders who envisioned a transcontinental railroad terminating in the harbor city of Portland. Five GP9's still carry GT logos that are indistinguishable from the emblems on GTW units.

Although the Grand Trunk remains a CN line, Central Vermont is under contract to maintain GT locomotives, resulting in the common assignments of GT engines on the CV and vice versa. CV also handles communications, stores, bridges and structures for the GT. Locomotives for Grand Trunk local and switching assignments are CV-maintained units. The pair of daily GT through freights run with a mix of CN, CV and GT power.

CV traffic

The Central Vermont serves primarily as a bridge route between the CN in the north and the B&M and Conrail to the south. Local traffic reflects the region's environment. Products of the forest, especially lumber and paper, as well as farm output, equipment and supplies, predominate.

Mineral products also make up a good part of CV's traffic, both from on-line producers and connecting roads. Limestone, cement, granite and coal are the most frequent commodities.

Much of Central Vermont's bridge traffic is newsprint from Quebec enroute to East Coast publishers. Recent strikes by newspaper employees and workers at papermills have cut down on CV train size. A recent project of lowering the floors of tunnels and under overhead bridges has permitted a new addition to through freights, loaded tri-level autoracks from Ontario enroute to a distribution center on the B&M at Ayer, Mass.

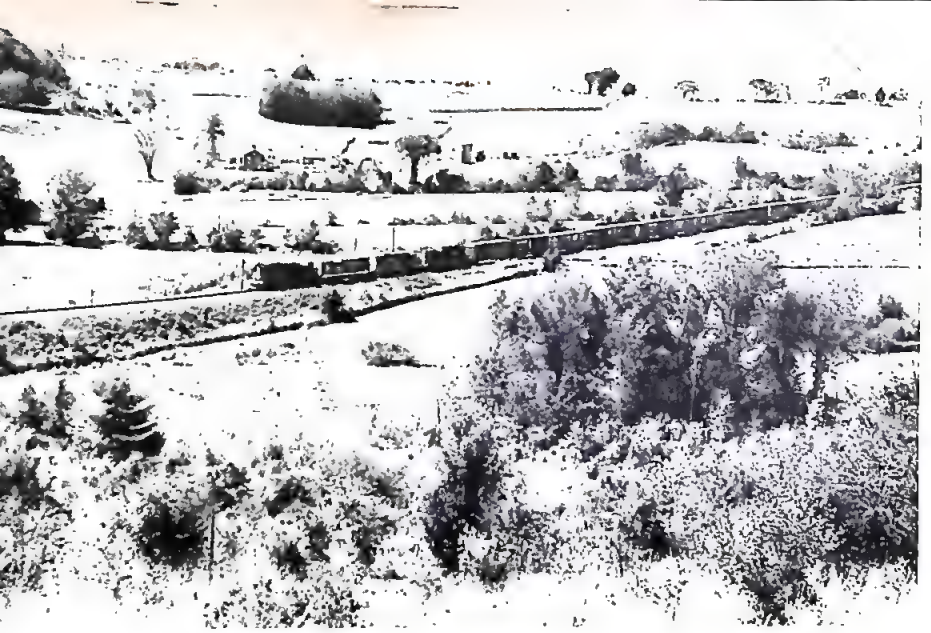
NEW ENGLAND SETTINGS enhance the CV's appeal for railfans. Local 511 worked through downtown Randolph, Vt., with its elegant old structures in October 1978. Three Geeps (top) were in the lead of a southbound freight crossing the Conrail (Boston & Albany) in Palmer, Massachusetts.

RAILFAN: BILL SCHAUMBURG

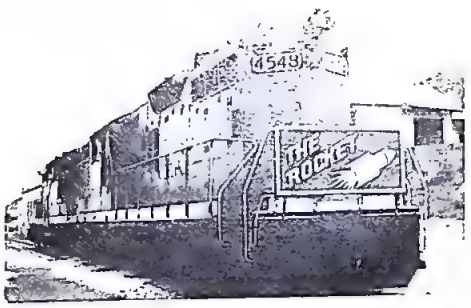
Freight operations

Most of Central Vermont's freight operation is made up of local trains. Way freights cover most trackage six days a week. CV's major through train between Montreal and White River Junction serves as the northern link of a fast freight service between Montreal and Washington, D.C. The southbound *Washingtonian* and northbound *Le Montrealais* freights run as CV trains over CN and CV to White River Junction, as a B&M train WRJ to Springfield, Mass., and over Conrail to Selkirk, N.Y., and Washington, D.C. Although this service cuts several hours off shorter routes' running times between the two cities, its run-through nature is not readily apparent to the casual observer.

Southbound train 444 leaves CN's



ALFRED S. ARNOLD



GOOD TRACK permits fast running, and the CV is working to inaugurate its *Rocket* piggyback service between Montreal and Palmer, Mass. Tested in September 1978, the *Rocket* ran into problems with the truckers in Montreal and was forced to suspend the service until new arrangements could be made. Southbound B&M pool train 390 rolled through the beautiful hills of the upper Champlain Valley (left) near Fairfax, Vermont.

The *Montrealer* was one of the first long-distance trains to receive Amfleet equipment, in early 1978. The train's usual consist includes a pair of ex-Union Pacific sleepers modified for head-end power, and a baggage-crew dorm car, all in conventional configuration. The rest of the train is Amfleet, with coaches, a food service car and an "Amlounge," which replaced the popular "Le Pub" lounge car of the old consist. Power is generally a single F40PH, although an E8 is occasionally added for extra power.

The Rocket

A brand new freight service was tested over the Central Vermont between September 11 and 29, 1978. The trains, dubbed *The Rockets,* are to provide fast piggyback service between a new trailer terminal at Palmer, Mass., and CN's Turcot Yard, east of Montreal, a distance of 305 miles. The only stops are for crew changes. Similar in concept to ICG's *Slingshot* trains, CV's trains carry a maximum of 15 TOFC flats, with no caboose. The unions have given their conditional blessing for a one year period, and are allowing a two-person crew, consisting of an engineer and conductor. The southbound *Rocket* is scheduled to depart Montreal Monday through Friday, with the northbound coming out of Palmer on Tuesday through Saturday.

Because *The Rocket* service is dependent on private trucking carriers at both the north and south ends of the operation, the service got off to a shaky start. When the truckers union in Montreal learned that the carriers were going to route existing traffic to the CV, they threatened to strike the carriers to protect their jobs. There was also a hitch in getting the rates for the new service published, consequently, when the trains actually began running, they carried no trailers and were considered test runs. They ceased running on September 29.

In the meantime, an agreement has been made with the truckers that will allow new or overflow business will go to *The Rocket*,

All-Time Diesel Roster
Central Vermont

Number	Builder	Model	Built	Notes
1500, 1502-1503	EMD	SW1200	1955	Originally GTW 1505, 1507-1508; re# 1200, 1202-1203 in 1956; re# 1500, 1502-1503 in 1957; to CV beginning 1963 and returned to GTW by 1968.
1509-1510	EMD	SW1200	1957	Originally GTW 1269-1270; re# 1509-1510 in 1958; to CV in 1963.
1511	EMD	SW1200	1960	Originally GTW, to CV 1963 (CV's newest unit).
1776	EMD	GP9	1956	Ex-GT 4450; ordered as 1776 but delivered as 4450; to CV 1963; repainted and re# 1776 as CV-GT Bicentennial unit in 1976.
3041-3042	Alco	RS3	1954	Originally GT 1861-1862; re# and to CV in March 1957; to CN Dec. 1957; retired by 1968.
3600-3605, 3609-3614	Alco	RS11	1956	Originally DW&P; 3609-3614 to CV 1965 and returned to DW&P 1968; 3600-3605, 3609, 3611-3612 and 3614 to CV 1977-'78.
3900-3901	Alco	RS3	1956	Originally CV 1859-1860 (steam generator equipped); re# 3900-3901 in 1956; to CN 1958; retired by 1973.
4442-4450	EMD	GP9	1956	Originally GT, ordered as 1768-1776 but delivered as 4442-4450; to CV 1963, 4443-4444, 4446, 4448-4449 to GTW 1977-'78.
4547-4551	EMD	GP9	1957	Originally CV; 4547 to GTW in 1977.
4552-4557	EMD	GP9	1957	Originally CV; all to GTW 1965.
4558-4559	EMD	GP9	1957	Originally GT; to CV 1963.
4902-4906	EMD	GP9	1956	Originally GT, ordered as 1777-1781 but delivered as 4902-4906 (equipped with steam generators, later removed); 4902-4903, 4905-4906 to GTW 1977-'78. 4904 received major overhaul and new CV green in 1977 but then transferred to GTW in 1978.
4923-4929	EMD	GP9	1957	Originally CV (steam generators, removed 1969).
8027	Alco	S4	1953	Originally CV; to GTW 1967.
8080-8081	Alco	S4	1955	Originally CV; 8080 to GTW 1977.
8093	Alco	S2	1942	Originally GTW 7917; to CV 1948; re# 8093 circa 1956; to GTW 1967.
8094-8095	Alco	S2	1941	Originally CV 7918-7919; re# 8094-8095 circa 1956; to GTW 1963.
8162	Alco	S4	1951	Originally CV 8015; re# 8162 circa 1956; to GTW 1968.
8205	Alco	S4	1956	Originally GT; to CV 1963; to GTW 1964.

so the CV has begun a marketing blitz to drum up business. With the rates published, the CV marketing people feel confident that they are offering a valuable service and can develop enough traffic to get the *Rockets* running for real before the end of 1978.

CV charges $195 per loaded trailer, $180 each for empties. The road has leased 32 eighty-five foot flats—enough for two train-sets, with a couple spare cars—which are lettered CV. The entire operation is Plan II½ Piggybacking, wherein the railroad supplies both flats and trailers and private carriers supply the tractors and drivers.

The Rockets, named after a famous CV hotshot freight of the 1930's, are nighttime runs, with some tight scheduling. At Palmer, trailers must be ready by 9:00 p.m., and the train is loaded and moving north at 10:00 p.m. Arrival at Turcott Yard is scheduled for 8:45 the next morning, with trailers ready for pickup at 10:30. Southbound, the cutoff time is 8:00 p.m., and train departure is at 10:00 p.m. Arrival at Palmer is scheduled for 5:30 a.m., with trailers available soon after.

Canadian National crews will handle the trains between Turcott and St. Albans. CV crews take the trains south out of St. Albans, and north from Palmer, meeting at White River Junction and swapping trains.

Palmer may not be a readily-recognizable railroad location, and some skeptics ask why the railroad would base a new service there. However, Palmer is situated between Springfield and Boston and is easily accessible from the Massachusetts Turnpike. With CV's excellent track, fast schedules and competitive rates, the trains have a good chance of succeeding.

"We're excited," said James Fitzgerald, CV Administrative Assistant, when asked about *The Rocket*. He said the company has had good response from the rail unions and the trucking industry. If this initial pair of trains does well, the railroad would gladly make additional runs.

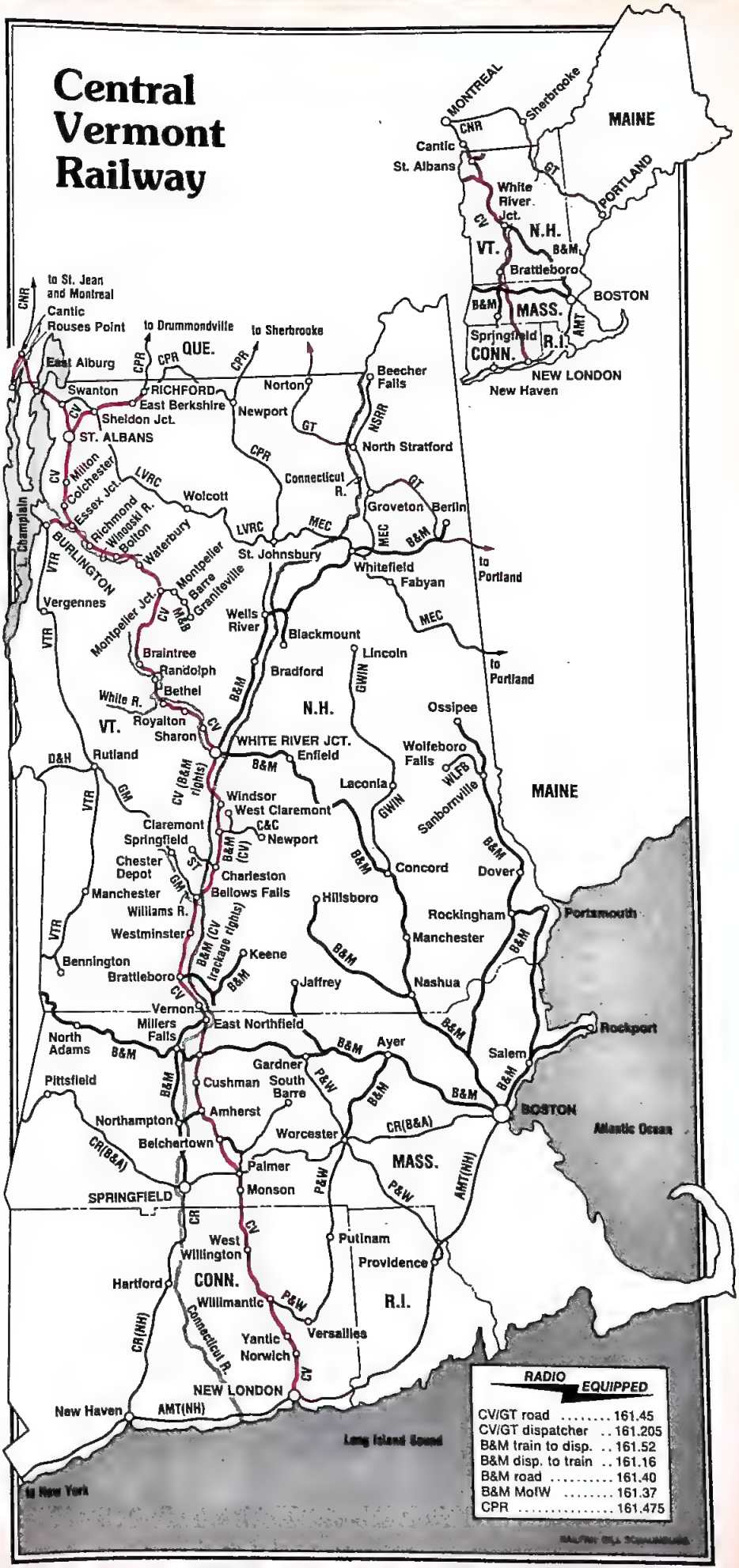
Motive power

Diesels came to the Central Vermont relatively early, with the delivery of a pair of Alco switchers in 1941. It was not until the mid-1950's that the CV first acquired its own road units, two dual-service RS3's in 1954. However, diesels were already replacing steam on most through freights. Montreal/Alco FA's, GMD F's and Canadian Locomotive Co. Kingston-built FM C-liners from parent CN were common over the entire CV, while elderly steam power still reigned on the local jobs (see "Extra 454 South," May 1978 RAILFAN).

Diesels finally arrived en masse in 1956 and 1957 with the delivery of 18 GP9's from EMD. The units came in two types: freight only, equipped with dynamic brakes; and dual-service, with steam generators, no dynamic brakes and air tanks mounted on the hood roofs. Steam was finally vanquished on April 8, 1957, when 2-8-0 451 made its last trip on the Palmer-Battleboro local freight.

The GP9's remained the backbone of the locomotive fleet for 20 years. Motive power swaps among the various CN family lines brought SW1200's and additional Alco switchers, locomotives that generally stayed north of Brattleboro. Six DW&P RS11's came east in 1965 to add variety to the fleet of Geeps assigned to freight trains. By the time the Alcos had been repainted for CV, they were sent back to Minnesota.

Central Vermont's road unit roster re-



Color on the Central Vermont

TRADITIONAL GREEN GEEP 4550 IS ADDED TO THE CONSIST OF FREIGHT 447 JUST BEFORE MIDNIGHT ON SEPTEMBER 25, 1978. RAILFAN: JIM BOYD

As a small railroad with a correspondingly small motive power roster, Central Vermont has locomotives that nevertheless exhibit at least nine different paint schemes. This amazing variety has appeared only in the past few years.

By the early 1970's, locomotive spotting on the Central Vermont had become quite predictable. The road rostered three SW1200's, a couple Alco switchers and a rather drab fleet of CN-image GP9's. The few remaining units in the old green and gold received CN black/red/white whenever painting was needed. The only note of variety was that the CV "noodle" logo could be found in three different sizes on the locomotives.

At the same time, another CN United States subsidiary, the Grand Trunk Western, was beginning to show its corporate independence by painting its locomotives blue. Observers wondered if this spirit would extend to CN's two other American children, the CV and the Duluth, Winnipeg & Pacific.

In 1975 rumors began to fly when CV repainted two GP9's, 4550 and 4551, in the old green and gold. One explanation for this pleasant surprise was that the pair, the only units in the scheme, were to be used in a demonstration of how long they could be kept running without a major overhaul, and the old paint would emphasize their longevity. They did see service on some special trains, as well.

A year later, Grand Trunk GP9 4450 was renumbered 1776 and painted in a blue CV-GT scheme to commemorate the Bicentennial of the U.S. in 1976 and Vermont in 1977.

An elaborate power swap in 1977 and 1978 brought ten DW&P RS11's to New England. The Alcos came in four different DW&P paint schemes: CN black/red/white; CN new-style, with orange cab and white diagonal hood stripes; DW&P "independence" orange, with block logo; and DW&P orange with new stylized logo.

Local fans' dreams came true when Central Vermont then introduced its own new independent scheme, designed by trainman George Mumley, on RS11 3601: a pleasing green and yellow, still utilizing the noodle CV logo. Other units have followed, and CV management says it is the railroad's intent to paint all its locomotives in this scheme.

To add even more variety, two CV GP9's overhauled at GTW's Battle Creek, Michigan, shops were returned in GTW's blue scheme but lettered CV, even though the green paint had been requested. Dubbed the "Battle Creek Boo-Boo's" by area fans, the units are reportedly the result of certain GTW officials who felt all Grand Trunk Corporation engines should be in blue paint. When CV begins performing its own major overhauls at St. Albans in 1979, these results of sibling rivalry should cease.

The all-green goal will take several years to accomplish. In the meantime, adding the local road's many schemes to those of the B&M and CN power on run-through trains, the Central Vermont is about the most colorful railroad you'll find anywhere. And it should be pointed out that unlike certain other Northeastern carriers whose motive power has been scrambled in recent years resulting in a chaotic "variety" of hastily altered paint schemes, the engines on the CV all have full and neat paint jobs in its variety of different styles - SCOTT HARTLEY.

CENTRAL VERMONT'S NEW "INDEPENDENT" YELLOW AND GREEN ON RS11 3601 AT NEW LONDON.

BICENTENNIAL GP9 1776, FORMERLY 4450, IS BLUE WITH RED TRIM AND WHITE LETTERS.

JIM SHAUGHNESSY

mained exclusively GP9's for nearly another decade, until the Alcos again came east in 1977. In a three-way swap, ten CV and GT GP9's went to the Grand Trunk Western, eight SD40's were transferred from GTW to DW&P and ten DW&P RS11's were sent to the CV.

Today, the ten RS11's, eleven CV GP9's and five GT GP9's, all set up for long hood-forward operation, are assigned randomly to through and local freights on the Central Vermont and Grand Trunk. All CV diesels are actually owned by and leased from the Grand Trunk Corporation, allowing for the frequent swapping among the affiliated roads.

Only one CV unit, SW1200 1511, is less than 20 years old, but this does not qualify the fleet as an operating museum. All locomotives are mechanically well-maintained and are kept cosmetically pleasing. Running repairs are made at New London, Brattleboro and White River Junction. Most servicing and major work is performed at the CV's St. Albans shops. Prime mover repair and major overhauls have been shopped out to the GTW at Battle Creek, Michigan, but beginning in 1979 all work is scheduled to be done at home in St. Albans.

Another "Good Track" road

Despite its low density of trains, Central Vermont has not allowed its trackage to deteriorate to the state of some of its more active neighbors. The right-of-way is regularly inspected, and defects are quickly corrected. Major trackwork is scheduled each summer season. The latest improvement is welded rail, with 4.8 miles installed at Braintree in 1978. The rail removed will replace some lighter iron still used on the Southern Division. The CV plans to install about ten miles of welded rail annually, and more than 45,000 ties have been replaced in the past several years. In addition, clearances have been improved to allow for autoracks and high-cubes.

The secret to the excellent right-of-way, according to Administrative Assistant Jim Fitzgerald, is that the Central Vermont has no stockholders, and thus no dividends to pay. Whereas managements of marginal railroads might find it better for their records to defer maintenance and give private stockholders a dividend, the Canadian government is the ultimate owner of the CV, and emphasis is placed on maintaining the physical plant. The Central Vermont spent more than $4 million on its plant in 1977.

The railroad also has a sense of responsibility, Fitzgerald explains. With the increasing numbers of cars carrying hazardous materials, CV is eliminating problems before they can occur. The increased speeds and improved service resulting from good track have apparently helped. Despite the large expenditures for maintenance, the CV still had a net profit in 1977 of more than $1.6 million.

Central Vermont serves the needs of its customers, and the company's underutilized main line has plenty of room for more traffic. Emphasis on strong local management should help this growth and keep the CV rolling in the black.

Fast trains, powered by well-maintained first generation diesels, running on excellent track through beautiful scenery: All this on a profit-making railroad. Such a combination is hard to find, especially in the Northeast. Spend a few days watching the Central Vermont. You'll find yourself back there before long.

THE SOUTHERN DIVISION is covered by locals working each way between Brattleboro, Vt., and New London, Conn. The southbound job crossed the spindly truss of the Millers River bridge (top) in December 1977. The northbound local departed New London (below) on June 17, 1978, with an orange DW&P RS11 leading a "torpedo boat" Geep. That's the NH bridge in background.

A Rainy Day on the North End

by Jim Boyd

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

The RAILFAN staff uses Scott Hartley's manuscript as a guide to railfanning the Central Vermont.

"We should catch him around here right about now," is what I was saying to Bill Schaumburg as we waited with our cameras set up on a scene with the railroad and covered bridge at Northfield Falls, Vermont, early in the afternoon of Sunday, October 22, 1978. We'd just wrapped up a beautiful couple of days at Steamtown Railfan Weekend, and the weather was beginning to deteriorate as we sat along the main line of the Central Vermont waiting for the southbound CV/B&M pool train 390. Some kids playing in their yard along the tracks confirmed that there hadn't been a train through all day, so we knew we were ahead of him, but by 4:00 o'clock we decided we'd better give up and head for St. Albans. The clouds had thickened and our pretty scene was beginning to look pretty dreary. We tagged Montpelier Junction—still no train—and were rolling north on Interstate 89 admiring the CV's immaculate right-of-way when fast-moving boxcars and a glimpse of B&M units and one CV "Battle Creek blue" Geep restored my faith in the CV's schedules. No. 390 was about six hours late, but it was running. The light was virtually gone, so we made no attempt to go after him. There'd be another one tomorrow.

We had a copy of Scott Hartley's manuscript (which appears in this issue) in hand and wanted to update our data on *The Rocket* piggybacker and fill in some questions we had about the CV's north end, so we had decided to extend our weekend into Monday and visit the CV general offices. We arrived in St. Albans, checked into the Cadillac Motel south of town in time to watch *Battlestar Galactica* on the color tv and were eating dinner at an old hotel downtown when we heard the *Montrealer* go south about an hour-and-a-half late.

After dinner we went over to the engine terminal and found it almost vacant of road power. There were three units in the backshop in various stages of disassembly and a smattering of switch engines and one Geep in the roundhouse—of course that Geep was the Bicentennial 1776, which I'd never seen before. The first person we met in the shop was a worker just preparing to go home. He turned out to be a railfan named Bob Yarger, and he gave us a quick tour of the shop and answered quite a number of the questions we had about motive power utilization and assignments.

The next morning we went to the huge old

ST. ALBANS ENGINE TERMINAL yielded only Bicentennial Geep 1776 on Sunday night, but it was joined Monday morning by the power set off No. 444 from Montreal that included three RS11's, a CN Geep and two M420's.

General Office Building. Superintendent of Transportation J.J. McGee gave us the latest update on the freight schedules, and Manager of Freight Sales Don Caster filled us in on the story and status of *The Rocket* (this is incorporated into Hartley's article). Mr. McGee acknowledged that some in-progress trackwork and some yard problems had thrown the weekend trains rather badly off schedule. As we were talking, we could see through his window the wide-nose CN units just in with freight 444 from Montreal.

With our "official" business taken care of, we went back out into the gloomy morning and headed for the engine terminal to see exactly what 444 had brought in. It was a colorful consist with a CN wide-nose M420 and a GP9 leading two RS11's (CV 3611, my first look at the new CV green and yellow, and 3600 in DW&P "orange"), another M420 and DW&P RS11 3609 in modern CN stripes. The only other road power in St. Albans was Geep 1776 which was in the shop getting its handrails straightened after having them bent up in an altercation with an errant truck. In front of the shop was Green Mountain Railroad Alco S4 305 which had been sent up for major work. Out on one of the ready tracks was the CV's newest locomotive, SW1200 1511, with Flexi-Coil road trucks, a snowplow and a builder's plate dated 1960.

We drove a few blocks west to Italy Yard and found SW1200 1509 and the CV's last Alco switcher, 8081, having a slow race toward the east yard lead with two long cuts of cars. Inside the dispatcher's office, the dispatcher told me that he was getting weather reports that it was 70 degrees and sunny below Montpelier, while we were having 45 degrees, thick overcast and occasional rain. The northbound CV/B&M pool train 447, which is usually marked for 2:00 a.m. out of White River Junction, would be getting out of there about noon, and local 511 would be about a half hour behind him but with a number of places to work. 511 would be held by train order at Bethel until 3:15. Since it would need 447's power, the afternoon southbound 390 wouldn't be out before dark. Southbound local 510 (still called "The Milk"), usually listed for 10:05 a.m., would have to be set back to sometime late in the afternoon when the shop crew could get the 1776 ready to go. The Canadian power and RS11's that had come in on 444 would be kept ready to expedite 447 north as soon as it got in. For us, it sounded like all the sunshine and action would be well to the south today.

We were shortly southbound on I-89, carefully estimating 447's running time up from White River Junction. At Waterbury I figured it was too risky to press on, so we set up in front of the handsome brick station to wait for 447. We were almost to Montpelier and there was no end in sight for the clouds; we had to wait in the car becuase of the persistent rain. It was only 20 minutes before an airhorn from the east announced 447's approach. The motive power consist was impressive. In the lead was 4548, one of the two CV blue "Battle Creek Boo-Boo's"; followed by 4924 in black; B&M Geep 1567 in fresh paint; 4925, the other CV blue; and CV 4550, one of the last two Geeps in the old CV green.

His speed seemed to drop slightly as he rolled through town, so we took off westbound on Highway 2 which follows the tracks very closely in places for the next 15 or 20 miles swapping position back and forth with I-89. Even on the wet road we were able to stay within the speed limit and still overtake 447's head end within a few miles. The light was almost nil, but pan shots use slow shutter speeds and we put the paralleling road to good use. The lousy weather did have one advantage; we'd have been shooting directly into the sun on a clear day!

We turned back somewhere around Richmond and hopped onto I-89 to make time southward to get to Bethel before the 3:15 p.m. wait order for 511 expired. We were in luck. The train was sitting in front of the depot as we arrived, and on the point was Geep 4551 (the other unit in old CV green) and black and red DW&P RS11 3602. We had about ten minutes to photograph the local posed in the rain before it eased very slowly across a bridge that the maintenance gang was working on. (The bridge gang said that it had, indeed, been sunny and 70 in the morning, but the rain had swept in about 1:30.) The bridge crosses a rocky gorge below a mill dam with the backs of Bethel's downtown buildings perched high on the south rim—it was a New England classic, but the gloomy weather didn't do the scene justice.

We followed the local from Bethel to Randolph on Highway 12 and then spent the next half hour photographing from all angles

COLORFUL CONSISTS brightened the rainy day as twelve-hour-late 447 sped north near Waterbury (opposite left) behind Battle Creek Boo-Boo blue 4548. Local 511 eased out of Bethel (above) a short while later behind Geep 4551 in the old CN green-and-yellow and black-and-red DW&P RS11 3602.

THE WATERBURY DEPOT was a good spot to wait for 447, the B&M pool train which usually passes in the middle of the night. Its motive power consist was spectacular with both Battle Creek blue CV Geeps, a B&M Geep, a CV black Geep and old CV green Geep 4550. Who cares if it's raining?

as it did a good bit of switching in town. The light was almost gone and we were soaking wet as the "pure" EMD sound of 4551 mixed with the throbbing rumble of Alco 3602 accelerating 511 toward St. Albans. Shedding our wet jackets for the warmth of the Ford's heater, we were soon dry, civilized and southbound.

White River Junction was completely empty, as we had expected. Once a very busy division point for both the B&M and CV, WRJ has been rendered obsolete as an interchange facility by the CV/B&M and B&M/CP run-through agreements. We continued south on I-91 and paralleled the joint CV/B&M Connecticut River Line to Brattleboro. There was one CV black Geep sitting outside the yard office at the yard along the river south of town. The operator told us that we'd have the local from New London arriving in about an hour and shortly behind him would be the CV/B&M pool train 447 up from Springfield (we'd caught "yesterday's" 447 at Waterbury with the blue Geeps). A Chinese restaurant provided an interestingly different dinner—with some of the best chicken egg-drop soup I've ever had—and a good way to kill the time before the trains arrived.

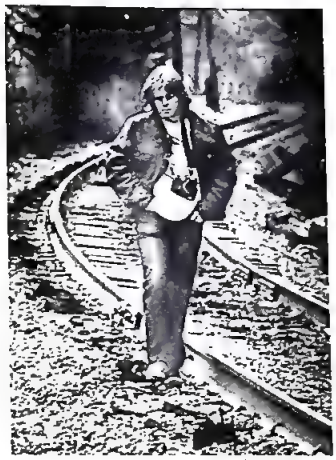
The rain had quit during dinner, and we returned to the yard to watch black Geep 4549 and RS11 3601 (the other new CV green RS11) breaking up their train and making up the northbound pick-up for 447. Meanwhile, 447 with two B&M Geeps and one CV black Geep approached the south end of the yard and waited in the clear for the local crew to complete their work. The last move the local crew made was to put the black Geep that had been spotted by the yard office onto the head end of 447's pick-up. This would become the 447's fourth unit.

With their work finished, the local crew spotted their units on the ready track east of the yard office, and Bill and I set up for a couple of night shots of the green RS11 as 447 pulled up into the yard, coupled onto its pick-up, doubled onto its train and left town. That also wrapped up our day of train chasing—we only had another four or five hours to drive to get home, and it was now something past 10:00.

I'd have to summarize Monday, October 23, as a very productive day. My previous experiences on the CV had never yielded more than one train a day, and I'd never seen the Bicentennial, new green colors or Battle Creek blue before. The most interesting aspect of the day, however, was that we'd just "field tested" Scott Hartley's article and had known what to look for and where, even though many of the trains were running far off schedule. But that's what makes railfanning so rewarding. I hope your luck is as good as ours was.

WITH A BLEND OF EMD AND ALCO sounds, northbound local 511 worked customers at Randolph in the persistent rain. Our last task of the day was to photograph RS11 3601 (bottom) in the new CV green at Brattleboro when it tied up at the yard office after switching out the New London local.

We'd like you to meet...



Scott Hartley

The author of our feature on the Central Vermont is a native New Englander. Now 26, he grew up on a short distance from the New Haven Railroad's Hartford line and spent much of his childhood watching the orange diesels of the local road. Weekends and school vacations were utilized to photograph and ride passenger and freight trains throughout NH's four-state operation. The New Haven's demise, with merger into the PC in 1969, made the area's two other railroads more interesting, and his attention was transferred to the Central Vermont and Boston & Maine.

Scott received his first camera, a battered Kodak Brownie, when he was five years old and spent quite a few hours snapping at random people, houses, dogs and trees. "Once in a while, my parents even gave me a roll of film to use." He didn't start shooting trains until 1966 and regrets missing many of the local roads' first generation goodies. Since 1968 his credit line has appeared in several books and in most of the railroad magazines. He normally uses a pair of Pentax Spotmatics, one for color, the other for b&w.

He has several years' experience in the mass media, having worked as a newspaper reporter and radio announcer in Hartford. Scott holds a B.A. degree from the University of New Hampshire and is currently a full-time student at the University of Connecticut School of Law. "With a lot of luck, I'll be a lawyer in 1980!" He also has two part-time jobs, working as a special officer for a town police department, and as a disc-jockey at WDRC Radio in Hartford.

Scott hopes to eventually go into railroad work. Operations, planning, public relations and legal counsel are all appealing areas of the business.

Blair Kooistra

Blair what? That Dutch name is pronounced *COY-struh*, and it belongs to the author of our piece on the BN Alcos. He relates his becoming a railfan this way, "I was born on March 29, 1960, in Park Forest, Illinois, and my only memories of four years in the Chicago area are (1) a phobia for a litho of Grant Wood's *American Gothic*—those stern faces scared the daylights out of me—and (2) trips with my dad to the IC station to watch the passenger trains. My father really got me started in railfanning; he made the mistake of leaving copies of Beebe's *Rio Grande, Highball* and *Trains We Rode* on a low shelf and was soon bombarded by questions from a brush-cut nine-year-old who wanted to know what 'contretemps' and 'gastronomical delights' meant."

He moved west with his family to Littleton, Co., in 1964 and Salt Lake City in 1969. A U50C on a Provo line freight really launched him into railfanning, and he took up modeling in 1972. He remembers his first trip to the UP's North Yard in S.L.C. with his dad and a tattered copy of *Our GM Scrapbook*. He was trying to identify the shape in front of him, "I asked dad if it was a Baldwin—geez, it must've been since it didn't have any forward visibility from the cab and funny round windows. It turned out to be a GP9B."

A Mamiya/Sekor 500TL for Christmas in 1973 opened up a new world. "Those early years of photography didn't amount to much, but the slides and negs are still around, if only for the memories if not the images." He began processing and printing his own black & white at home in 1976—"what are those white spots all over".

Blair moved with his family to Bellevue, Wa., in late 1976, finished high school and enrolled in Bellevue Community College. He expects to transfer out of state after two years to get a B.A. in photojournalism. He's presently working for the Bellevue *Journal-American* as an editorial aide and freelance photographer. He also serves as the Northwest Editor for the railfan publication *CTC Board* and has contributed to *Trains, Pacific News* and RAILFAN.

When the Mamiya system couldn't take the abuse after five years, Blair switched over to Nikons and presently uses a Nikon FM with motor for b&w and a Nikkormat FT3 for color. He has 24mm, 105mm and 200mm lenses of his own, and at work he has access to everything from a 16mm fisheye to a 500mm mirror. He tends to shoot about 60% b&w and the rest color slides. Between hobby and college training, he hopes to make newspapers or rail publications his future work.

Charles Felstead

One of the prime resources available to rail editors is the massive steam locomotive negative collection of Charlie Felstead, as many of the photos in our CPR article demonstrate. One of the masters of traditional roster photography, Charlie specialized in formal locomotive portraits, and as was typical of the time, he shot many duplicate negatives of each set-up and traded them among the other practitioners of the art. As a result, he now has a collection of over 32,000 negatives that he shot himself, traded or bought from other fans like R.J. Foster, R.H. Kennedy, Wesley Krambeck, Robert Graham, Paul Eilenberger, Allan Youell, Stan Kistler, Guy Dunscomb, W.C. Whittaker, Jim Bowie, H.K. Vollrath and many others.

A computer programmer analyst for Time, Inc., Charlie is now retired and spends most of his time in the darkroom cranking out beautiful 8" x 10" enlargements from the collection for authors, editors and individual customers. He also supplies many photos to manufacturers of brass model locomotives, an endeavor he can appreciate as he is an avid collector of HO models, himself. Working with Mike Pearsall of Pacific Fast Mail has gotten Charlie's photos into Japan for model production and into PFM's recent books like *The Mountains*, as well. He is the Photographic Associate for *Locomotive Quarterly*, where his photos tend to show up most often. That term "his" photos isn't exactly correct, because Charlie is very conscientious about giving the original photographer credit whenever a picture from "the collection" is published.

A lifelong native of Chicago, Charlie's interest was sparked by his first electric train in 1931, and he began to watch and photograph trains throughout the 1930's. It wasn't until the 616 camera he got on his 21st birthday in 1938 that he began getting the negatives worthy of the present collection. He was just beginning to travel around when the Army got him in 1942, but after 1945 he was back at it in full style. He watched steam dry up in the U.S. and followed it to Canada and then Mexico before it was gone. It was in the early 1960's when he gave up the "outside" work and set about the task of sharing his steam locomotive collection with those who would appreciate it.

Carstens

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Camera Bag

Depth of field

One of the most important and yet often misunderstood aspects of photography is "depth of field". This refers to the zone within a scene being photographed that is rendered acceptably sharp in the resulting photo. Since an image goes from sharp to unsharp in a smooth transition of infinitesimal gradations, where "sharp" ends and "unsharp" begins is a matter of opinion and judgement—even where precise scientific measurement is possible, the stated limits are still arbtirarily assigned even though they are accurately measured. For the purposes of practical rainfan work, sharp can be defined as "acceptable apparent sharpness".

Since by pure scientific definition a lens has only one "plane of perfect focus" in which the image is absolutely sharp, depth of field is the measurable distance in front of and behind that plane of focus that has acceptable apparent sharpness. That plane of perfect focus stands like an imaginary wall in front of the camera perpendicular to the centerline of the lens. When you focus the camera, you move that "wall" back and forth to select the portion of the scene you want in focus. The depth of field moves with it, but changes in response to three factors: (1) the distance the camera is to the subject, (2) the f-stop aperture of the lens and (3) the focal length of the lens.

Before we get into these three variables, I should point out the one thing that remains fairly constant. Regardless of how great the overall depth of field is, approximately 1/3 of it will be in front of the point of focus (plane of perfect focus) and 2/3 will be behind it. Thus, if you want to get maximum sharpness when shooting a typical roster shot of a short-end-forward Geep, you should focus in the area of the cab, than rather than on either end.

The depth of field increases as the point of focus is moved away from the camera. To put it simply, big things far away—like trains—are easy to keep in focus while little things very close—like switch lamps or model trains—are very critical on focus.

The depth of field increases with smaller f-stop apertures. A lens "wide open" will have its smallest depth of field, while that same lens "stopped all the way down" will have its best depth of field. This characteristic is actually quite handy when it comes to focusing with a single lens reflex (SLR), because a lens wide open at f2 gives the brightest image for viewing through the lens and at the same time makes visualizing the focus quite evident since the depth of field it at its smallest and most critical—you can "see" the focus most easily. When you trip the shutter, the lens snaps down to the aperture you previously selected on the f-stop ring and the exposure is made with the depth of field increased automatically by the smaller f-stop. Most cameras have a depth of field preview feature wherein you can manually "stop down" the lens and watch the depth of field increase; this is used where depth of field is critical and you can adjust the focus while viewing the scene in the viewfinder as it will actually be photographed. The problem you will instantly notice is that although you can see how the scene will look to the film, it will be a considerably darker image than when you normally view wide open. This precise but dim image is why old-time photographers used to duck their heads under a heavy black cloth to focus their old view cameras with lenses that might be as "slow" as f16 wide open!

The final factor effecting depth of field is the focal length of the lens. A shorter lens will have a greater depth of field than a longer one when focused at the same distance. Thus, focus becomes less critical with a wide angle lens and extremely critical with a telephoto. There's one little zinger in this formula, though. The depth of field will remain the same *for the same image size* regardless on the lens used. The reason for this is that while you might fill the frame with the front of a Geep from 300 feet away with a 200mm telephoto, you have to move in to, say, ten feet to get the same image size with a 24mm wide angle; the distance factor has exactly compensated for the focal length factor and you've still got the same depth of field. There is one other thing that enters in here, though. The wide angle loses focus very "gracefully", and even the most out-of-focus portions of the scene are usually recognizably sharp, while a telephoto falls off abruptly and near or distant objects outside the depth of field blur out beyond recognition. The lesson: If you want maximum depth with maximum sharpness, go to a shorter lens and move in; if you want to isolate one thing from another—selective focus—and blur the background, pull back and use a tele.

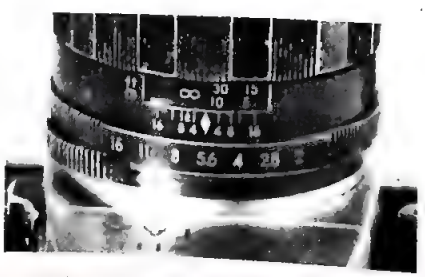
In model railroad photography, where we are working with very small subjects very close up, the optimum combination has proven to be a wide angle lens stopped down to its smallest possible aperture. This is not necessary, however, when dealing with railfan photography and full size trains. Since trains are very large and usually at the infinity end of the focusing scale (a logarithmic scale, for those of you who remember your algebra), they take advantage of the distance factor and are seldom critical when it comes to depth of field. There are far more train pictures blurred from too slow a shutter speed than there are from inadequate depth of field. When shooting trains with a 35mm camera, I'd suggest you opt for the higher shutter speed (1/500th of a second) before you begin worrying about depth of field.

How can you be sure this isn't just some opinionated con job? Just look at your camera. On most lenses there is a depth of field indicator scale on the focusing ring. This will be a double set of numbers corresponding to f-stops bracketing either side of the focusing distance indicator. It will have the smallest numbers (widest apertures) at the center and the largest numbers (smallest apertures) on the outside. Reading off the scale after you have focused on your subject, the numbers will give you the depth of field at any given f-stop. On my 55mm Pentax normal lens, when focused about 50 feet away—a typical distance for railfan photography—the depth of field for f4 is indicated as being from 30 feet to infinity. At f16, this goes from about 20 feet to infinity, and by adjusting the point of focus closer can cover from a little under ten feet to infinity at f16. Notice that you don't really gain all that much by going from f4 to f16, especially when you consider what you'd lose in shutter speed.

The typical 35mm SLR used by railfans lets you view the depth of field at its most critical when you're focusing, so it's immediately evident when it is or isn't a problem. Using the larger format cameras such as the 2¼'s or 4x5's requires more attention to depth of field than most 35mm work because they use longer focal length lenses for a "normal" (a typical normal for 35mm is a 50mm lens, a while a 2¼ will usually have something like an 80mm and a 4x5 will use a 180mm. A 90mm lens on a 35mm camera is regarded as a short telephoto and is considered to have a relatively critical depth of field, whereas a 90mm lens for a 4x5 is considered a strong wide angle, even though it has the same depth of field characteristics).

When working with telephoto on a 35mm camera, the depth of field is rather critical, but so is the need for a high shutter speed for any hand-held or action work. When I know I'm going to be doing a lot of tele work, I'll usually opt for a faster film (Tri-X instead of Plus-X) to gain back some of those lost f-stops. The same thing applies when I use my 2¼ Rollei or a 4x5.

To be a successful photographer, you need to understand the basics and develop a sense of judgment as to which factors become the most critical in any given situation. There are times when you've got a static subject where 1/60th at f16 is absolutely the thing to do, but if that same subject happens to be moving at 60 m.p.h., you'd better nail it at 1/500th at f5.6. My own philosophy is to ride with the high shutter speed, medium speed film and larger apertures as "normal" and then deviate to slow shutter speeds and small apertures when the situation permits, and I've never really experienced any problems with depth of field—J.B.



THE DEPTH OF FIELD SCALE on this Pentax 55mm lens is comprised of the f-stop numbers on either side of the diamond-shaped focus indicator. The depth of field for any f-stop can then be read off the footage scale as the lens is focused.

Markers

FREDERICK G. BAILEY

ON THE VERGE of restoration, CPR 2317 rides the turntable at Steamtown in the summer of 1975 just before being put into storage in anticipation of overhaul. She emerged under steam in October 1978.

Color and RAILROAD

Carstens Publications has just purchased *Railroad* Magazine. The oldest institution in the rail hobby, tracing its rich heritage back to *Railroad Man's* of 1906, *Railroad* was put up for sale by Popular Publications in late 1978. Held together by the sheer tenacity of Editor Freeman Hubbard for over a decade with little support from its publishers, it looked like this familiar part of the rail scene would perish with the January 1979 issue—Volume 105, Number 3.

As of that January 1979 issue, *Railroad* will cease publication as a separate magazine. Beginning with the May 1979 issue, the most popular portions of *Railroad* will be incorporated into RAILFAN, which will continue to be published on its normal bimonthly schedule, but under the new title RAILFAN & RAILROAD Magazine. Regular readers will find the new magazine looking very much like the RAILFAN they've come to know and enjoy. RAILFAN & RAILROAD will be edited by the same Carstens staff which has brought you RAILFAN since our first Winter 1974 issue, and you'll find that none of the quality or editorial thrust has been altered. Since much of the news and factual information *Railroad* has carried in the last few years has appeared in RAILFAN as well, we're retaining the RAILFAN format for the vast majority of the publication. Although specific details are being worked out at this time, we anticipate integrating three columns from *Railroad* into the production. The easiest of the changes is to combine our classified ads under *Railroad's* well established heading of *Switch List*. Additionally, two of *Railroad's* columns are expected to become regular features: Mike Eagleson's *In Search of Steam* and Steve Maguire's *Transit Topics*. The two columns should give expanded coverage in areas that hadn't been emphasized in the past in RAILFAN. Mike's column will concentrate on news and travel developments in present day foreign steam operations—the opening up of China's vast steam-powered system and the fact that new two-foot gauge Mallets are presently being designed in South America should give you an idea of the exciting potential of this column. And with new lower international air fares and group excursion rates bringing this kind of travel within reach of more and more of us, we'll try to provide some travel tips on how to visit some of the more interesting or obscure places. With the resurgence of mass transit in North America and success of the large number of trolley museums, Maguire's traction column couldn't be more timely.

Although Editor Freeman Hubbard will retire after a lifetime of active magazine production, he expects to contribute articles and be available as a senior consultant.

The top notch feature material and enthusiastic editorial approach that has made RAILFAN such a success will be unchanged. The merger of the two magazines will insure that *Railroad* has a worthy successor and will give RAILFAN an opportunity to be available to more people than ever before through *Railroad's* subscribers and well-established newsstand distribution. This expanded readership will make RAILFAN & RAILROAD an excellent marketplace for advertising, which, after all, pays the bills.

As an added bonus, RAILFAN & RAILROAD will have editorial color pages that will be devoted to news and color relating to feature material in the magazine. (We prefer 35mm color transparencies, although 2¼" or 4" x 5" can be used. No color prints, please.) We ask our authors and news contributors to send appropriate color slides as well as the usual black & white prints to illustrate their articles and be sure to quickly get us slides of those unusual diesels or new paint schemes as news items.

We're quite excited about the "merger", and feel confident you'll find RAILFAN & RAILROAD to be an even better magazine than you've come to expect from RAILFAN.

The first "Q" motor?

The thought struck me the other day that the new GE BQ23-7 was not the first "crew quarters" diesel I'd seen. Back around 1965 I was photographing an Alton & Southern RS2 chugging across one of those many Mississippi River bridges in St. Louis and was

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startled when somebody waved at me from beneath the headlight on the short hood. Sure enough, there was a window under the headlight and at least one other on the side of the hood. The short hood had been made into a "caboose" with seats inside for the rest of the crew.

A color shot and interior views of the BQ23-7 show up in the February 1979 RAILROAD MODEL CRAFTSMAN.

The CPR Pacifics

The article on the "Seven Canadian Pacifics" is a classic example of one that "just growed". I'd originally intended it as a quick three-pager to introduce the 2317, but the more I got into the background research on the CPR G3's, the more evident it became that the "taken for granted" G5's were the real story.

The topic turned out to be a fascinating one, and I'll never take a G5 for granted again. I was surprised at how little hard data there was available on CPR steam power. The Steamtown Railfan Weekend program sheet outlined the basic history of the G3, and articles by F.H. Howard entitled *Destined to die young* in the February 1954 *Trains* and *Throwback Pacific* by William S. Young in the February 1967 *Steam Locomotive & Railraod Tradition* proved to be the keys to the G5 story. But lest you think magazine articles are copied from other articles, you'll find considerable data in RAILFAN that was in none of the aforementioned sources.

My secret weapon was the "Toronto Mafia", better known as the Ontario Rail Association. Brian West answered many of my questions when we visited during the TRAIN convention in Wilmington, and then he referred me to our mutual friend Jim Brown for the rest. Jim is presently working with noted CPR historian Omer Lavellee on a book on CPR steam (watch RAILFAN for an announcement when it's available). Jim was able to supply information about paint schemes and specifics on the G5's that my best available roster (*Railroad* Magazine, September 1947) couldn't answer because it was printed a full year *before* the last G5's were built! To get the full chronology of G5 operation in the U.S., phone calls to Fred Bailey, George Hart and Jack Showalter produced good information and some interesting anecdotes on the Steamtown, Rail Tours and Alleghany Central engines, respectively.

There was quite a lot of fascinating miscellany dredged up during the research. Jim Brown pointed out that Ottawa's prim 1201 is actually the third CPR Pacific to carry that number, thanks to system renumberings in 1910 and 1912. Two G2 Pacifics (and that's appropriate, since the G5's were patterned after the G2's) wore the number 1201: 2551 in the 1905 numbering and 2601 in the 1910 system, as you can see from the chart below.

Class	1905 Series	1910 Series	1912 Series
G1	1100-1116	1000-1016	2200-2216
G1		1017-1028	2217-2228
G1			2229-2238
G2	1150-1247	1100-1197	2500-2597
G2		1198-1260	2598-2660

Summary: G2 2551 wore 1201 in 1905 Series
G2 2601 wore 1201 in 1910 Series
G5 1201 was built in June 1944

Of course, G5a 1201 gained a lasting place in locomotive history by being the last locomotive built by the Canadian Pacific—not the CPR's last engine, but the last one built in the Angus Shops (a legend has it that 1201 escaped the torch because she was sent back to Angus for scrapping and the shop men who built her refused to cut her up.)

G5b's 1216 and 1231 (the last engine in each group assigned to Lines West and Lines East respectively) were the first engines in Canada to have welded boilers. The fusion welded boilers were built by American Locomotive Company in Schenectady, N.Y., and fitted to the engines by Montreal Locomotive Works in Canada.

None of the G5's ever got the wine red and gold passenger colors, but all were given the standard black lined out with gold. The 1201 in Ottawa is the first G5 to be given a number plate beneath the headlight, as this appeared on no production G5's. Something of which I wasn't aware is that the CPR had two versions of the red and gold "full" passenger colors. The 2317 is shown on our cover in the original scheme for all passenger engines and the one generally retained to the end on the Lines East (of Winnipeg). The 2317 on page 31, however, wears the Lines West scheme of black boiler with graphite smokebox. There's also at least one variation I've noted on the Lines East scheme, and that's in the painting of the domes; 2317 and the photos in *America's Colorful Railroads* show the domes black, while somewhere I've seen pictures of a standard Hudson with the domes matching the jacket. And then there's the matter of the handsome G4's showing up on Lines East. The one fully documented regular assignment for G4's in the east was the Toronto-Buffalo service with the CPR, TH&B and NYC that saw 2714 and 2715 equipped with NYC inductive train stop gear for a while. I guess we'll have to wait for Brown and Lavallee's book for the complete story.

One final note of irony. When F.H. Howard used the title *Destined to Die Young* in the 1954 *Trains* article on the G5's, he was quite correct about the majority of the fleet, but when it came to writing about the six remaining G5's in this issue of RAILFAN, I was tempted to title it *Destined to Outlive Us All.*

South Shore update

The Northern Indiana Commuter Transportation District Board's capital improvement grant for the South Shore has been favorably received by the Federal Urban Mass Transportation Administration (UMTA), and $19.9 million in grants were approved for the railroad in mid-November. On October 1, 1978, funds had been released to hire the engineering firm to draw up the final specifications for new rolling stock and physical plant rennovation. Once the final specs are approved in Washington, bidding can begin. Transportation consultants Carl Englund & Son of Ossippee, N.H., have recommended a car design similar to the Silverliners currently used in the Philadelphia area. The money was granted for 29 of the 85-foot single-level cars. They'll have 3-2 seating for 127 passengers, carry two pantographs and be capable of 100-m.p.h. speeds. Because of their length, it will be necessary to realign the reverse curves in the Michigan City streets which range from 8° to 14° curvature.

The UMTA grant includes funds to add to the present Michigan City shop and rear-

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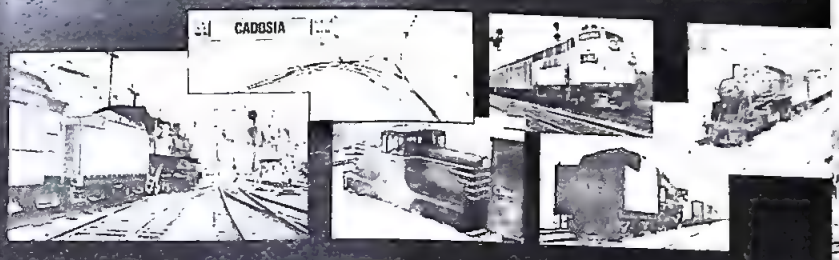

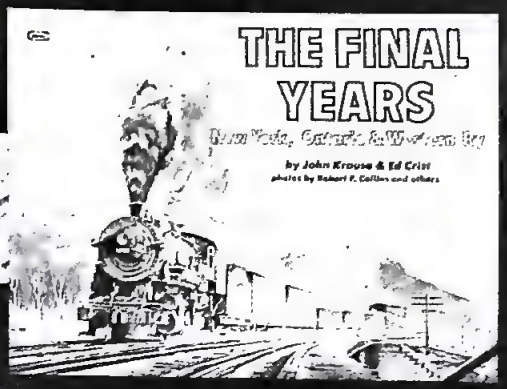

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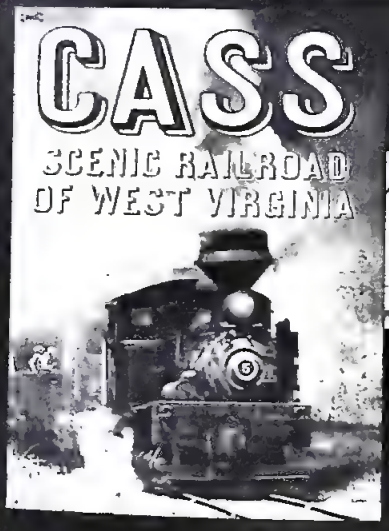

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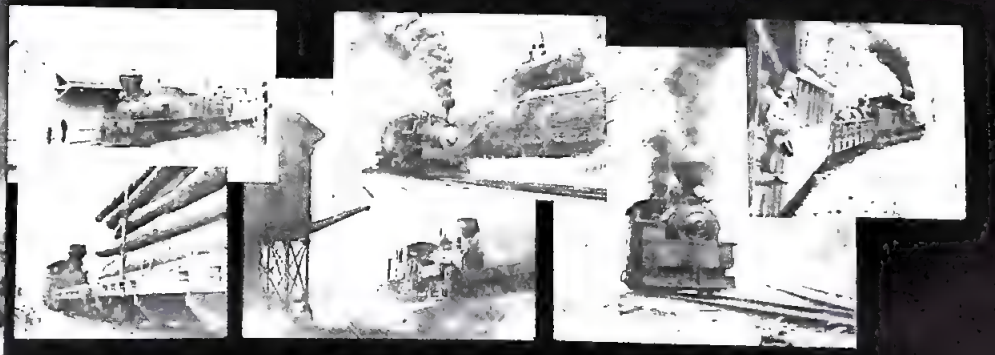

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range tracks in the shop yard as well as an upgrading of the electrical distribution system for the entire line. The six remaining 1500-k.w. substations between Michigan City and Hammond will be replaced with 2000-k.w. silicon rectifiers, and a similar rectifier substation will be added at Hegewisch. In addition, there will be a continuous scanning substation supervisory system to control all substations between Kensington and South Bend. The new cars may be expected in about 20 months.

I'm sad to report that the advance of civilization has altered even the most bucolic sections of the line between Michigan City and South Bend. The open field overlooking the CSS&SB at the western edge of Hudson Lake had a home being constructed on it when I visited the site last June, thus blocking the view of one of the more attractive and popular photo locations. Perhaps the owners are railfans or at least sympathetic enough to permit photography from their property—they weren't home when I was there and had no opportunity to ask.

I was very pleased with the way RAILFAN presented my article material, but as with any project of this magnitude a few errors crept in. The map in the January issue showed only the old route through East Chicago, namely along Chicago Avenue and then southeast to the connection near Cavanaugh—the East Chicago Bypass that takes off at Columbia Avenue in Hammond was completely omitted. The map was correctly drawn in November, but not so in January (the January map isn't really incorrect as much as it's simply 22 years out of date).

The roster added greatly to the material submitted, and aside from giving the builders date for the Little Joes as 1948 when other sources place it as 1949, it seems to be the most complete and accurate roster of the South Shore I've seen printed anywhere. Even my revered CERA publication conflicts itself on some of the data. While none of us are infallible, I truly appreciate the way the Carstens staff was as concerned with the accuracy of the material as I was—PROF. DONALD KAPLAN.

They CAN handle it!

If there is any doubt that the Union Pacific is *the* nation's premier railway, consider the following: The UP is first in the Fortune List of 50 transportation companies in net income, assets and stockholders equity. Still not convinced? How about the fact that the line is handling 13% more traffic in 1978 than recordbreaking 1977. Or that the UP averages 94 miles per car day for freight cars on the line while the industry averages only 58 and the Western roads average 75.

To keep this traffic moving, the railroad is building its fifth major classification yard, at North Platte, Nebraska. It will be the second for North Platte, the hub of UP east-west traffic, and will handle eastbound classification. The other yards are located in Los Angeles, Pocatello, Idaho, and Hinkle, Oregon.

Through the first nine months of 1978, North Platte was handling 59 trains per day, or one every 25 minutes. That is up from 49 trains per day last year. To move the traffic, the Union Pacific has 150 new diesel units on order (120 SD40-2 and 30 C30-7) and 2,800 freight cars. If you are still in doubt about the big yellow transportation machine, try pacing a merchandise train along Route 30 in Nebraska or a container train in the Columbia River Valley between Portland and Hinkle. When the UP handles freight, it handles it fast—WALTER A. APPEL.

F's and Alcos

The F-unit is now definitely on the "endangered species" list in the U.S.A. and is rare or totally absent from most main lines. But on the Burlington Northern's Spokane and Pacific Divisions, the sleek "freightliners" are out on the road, performing high speed duties as well as menial local service in their dusty green and white colors.

Out of Vancouver, Washington, F9B's serve as "meat" in an "Alco sandwich", roaming as far east as Spokane on the former SP&S (eastbound) and NP (westbound) mains. A group of 13 covered wagons hold down Marias Pass helper service and the Kettle Falls turn out of Spokane's Parkwater facility. The Kettle Falls line is a backwoods operation in the truest sense, with ex-Great Northern GP9's and F7's plying the rails.

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CARSTENS PUBLICATIONS

BLAIR KOOISTRA

FIVE AUBURN F'S head through Kalama, Washington, on BN freight 910 on June 10, 1978. In addition to the Alcos featured elsewhere in this issue, the BN fields a sizeable F-unit population from Minnesota to the Pacific Northwest. They catch mountain and main line assignments, often in "pure" consists.

West of the Cascades, Auburn (30 miles south of Seattle) and Seattle host the largest assortment of covered wagons west of Dilworth, Minnesota. Recently the Seattle and Auburn F-unit power pools were "merged" (power that normally worked out of Auburn is getting into Seattle quite regularly on trains from Portland), partly due to formation of Seattle-Portland trains 910-911, created following the Stampede Pass washout in December 1977, which often saw solid F-sets on the point. Power would run along the Columbia to Pasco, doubling back to Auburn or Seattle. Auburn's 23 F's hold down, variously, a daylight "main line" local to Kalama (near Longview); a turn to Everett (north of Seattle) carrying mainly wood products; a local to serve the Snoqualmie operations of Weyerhaeuser (the "North Bend Turn", utilizing Milwaukee Road trackage from Maple Valley to Snoqualmie); and an international run, the Sumas Turn, trains 143-144 which work north to the B.C. border town of Sumas, population 650. All north-south trains but the Sumas see most of their runs in daylight hours in the Seattle area. Eastward out of Auburn, over the mountains to Cle Elum over ex-NP's Stampede Pass, the Cle Elum Turn (or CET for short) runs with a six-or-seven unit mix of Geeps and F's. It's not uncommon for the Auburn power guru to set up a five-F/two-Geep lashup. Even so, it's one of the few places left in the country where F-units get an active role in lugging tonnage over a 2.2% mountain grade. Further north, on BN's ex-GN Steven's Pass grade, F9B's spliced between GP9's, GP30's or GP35's help trains east from Skykomish and west from Olds (near Wenatchee) over the BN's main mountain crossing. Seattle's wagons are usually found on the Seattle-Vancouver-Portland freights (listed in the Alco article), mixed in with Alcos and SD's, Geeps and GE's.

BN's covered wagon fleet can no way be labled as predictable. The classy crusts can be seen at any place, on any train at any time.

The nagging question for a visitor to the Northwest is where to go for F-unit photos. Auburn is a logical place to start, but a three-hour vigil at Black River Junction (south of Seattle) is all that is needed. You'll get all the answers you'll need in the sound of a three-chime and the chant of rhythmic 567B's. It's evidence that, on the Everett Time Freight and Kalama Turn alike, BN's

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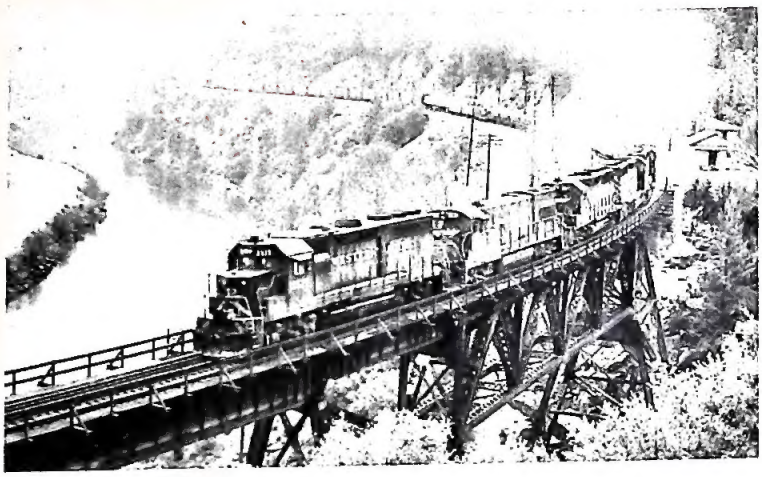

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F's are alive and well—and living under a rain cloud—BLAIR KOOISTRA.

Where credit is due

In preparing the massive roster of Sperry rail cars that was printed in the January 1979 RAILFAN, we incorrectly quoted the primary source of the information. Our credit line read "Compiled by Tom DeJoseph from R&LHS and Sperry sources", and in checking over some of Tom's material as it was being returned to him we found his letter crediting the basic roster he worked from as being the *NRHS Bulletin*, Volume 33 Number 6 of 1968. The NRHS roster was revised and updated from Sperry sources.

Also, a printing error accidentally omitted the photo credit from Tim Franz' photo of the Peabody Coal Geep 600 on page 19.

You can't do it anymore

Frank Bryan, a former Chicagoan now in Tulsa, mentioned that the South Shore articles in the last couple of issues recalled memories of an unusual trip he took in the late 1960's. He went from Chicago to South Bend and back, flying on a United Caravelle to South Bend and returning on the South Shore. You couldn't do that today: no more Caravelles!

Jim

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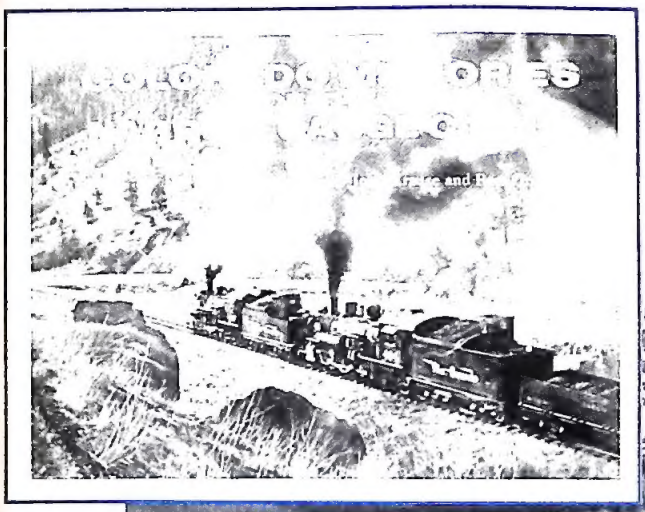

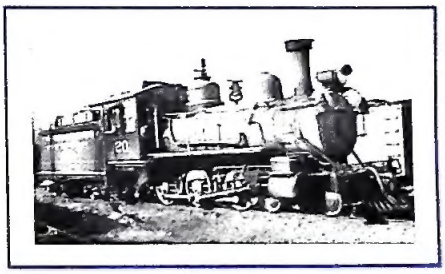

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